

ALL HANDS

MAGAZINE OF THE U.S. NAVY



Where quality
of life begins
November 1996

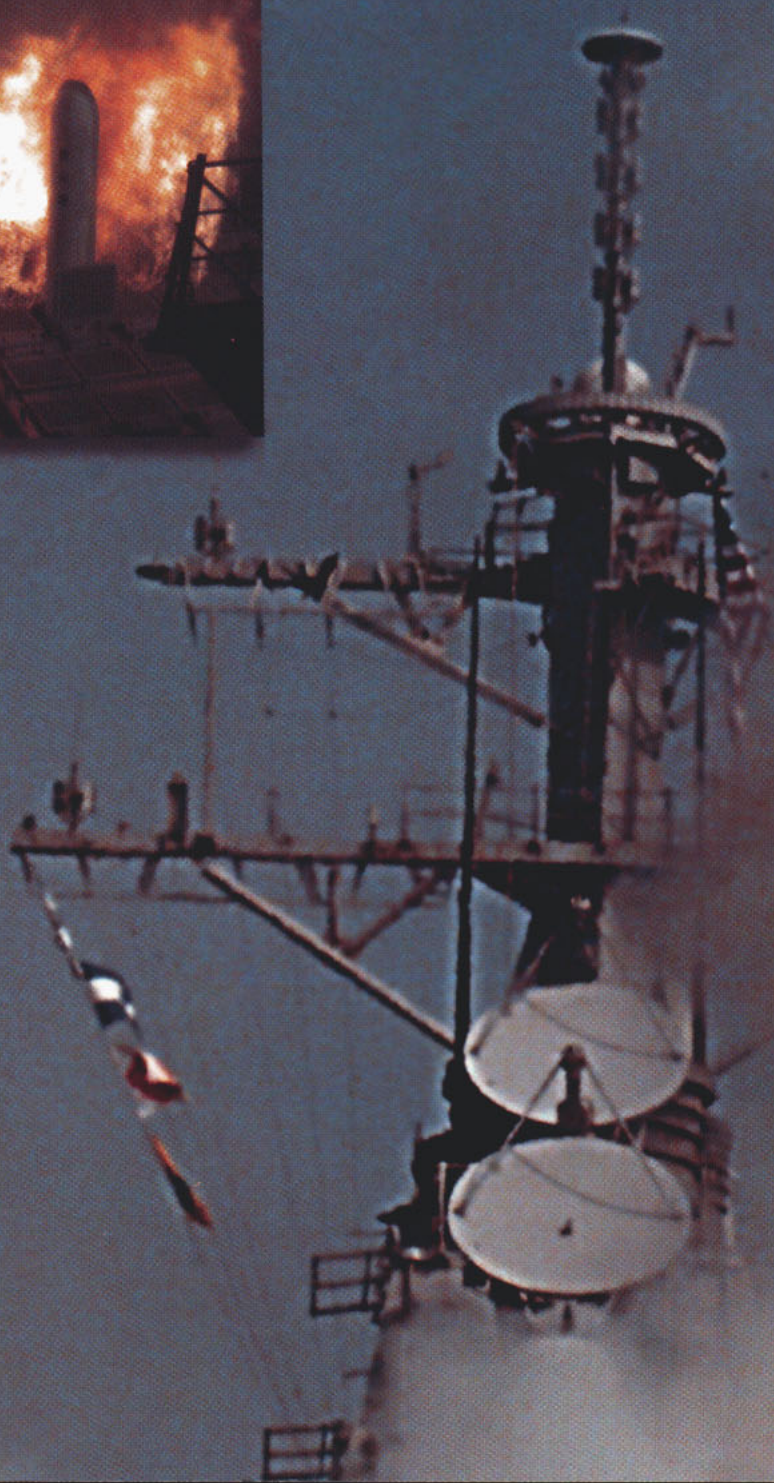


Desert Strike

U. S. Navy cruiser USS *Shiloh* (CG 67) and destroyer USS *Laboon* (DDG 58) launched 14 *Tomahawk* cruise missiles early the morning of Sept. 2, 1996, at targets in southern Iraq in response to continuing Iraqi military operations against the Kurdish population of northern Iraq.

Late that evening, President Clinton ordered three Navy surface combatants and a submarine to launch a second strike of 17 *Tomahawk* cruise missiles against selected air defense targets in Iraq.

"Saddam Hussein demonstrated once more his willingness to use military power recklessly, and we demonstrated once more our willingness and capability to check that power and deter Saddam Hussein," said Secretary of Defense William Perry.



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EOD seeks volunteers

Are you interested in diving, parachuting and demolition? Have you ever dreamed of training a dolphin or sea lion? Or maybe providing protective services to the president of the United States?

As a Navy explosive ordnance disposal (EOD) technician you can perform these special duties and more, and get paid extra for doing it. Usually, EOD technicians make fired duds and unexploded ordnance safe wherever they pose a threat to military and civilian personnel.

EOD personnel are trained to make modern and obsolete U.S. and foreign ordnance safe to handle. This includes nuclear, chemical, conventional, undersea and terrorist explosive devices.

In addition to extra pay and challenging duties, EOD is recognized as a naval warfare specialty and earns extra points toward advancement. EOD technicians are currently eligible for selective reenlistment bonuses available in zones A, B and C of up to \$20,000.

Openings for qualified men and women are now available at Naval School, Explosive Ordnance Disposal. Training is physically and mentally demanding, and takes more than one year to complete. To be considered for training you must:

a. be 30 years of age or less at the time your application is accepted. Age waivers are considered for



U.S. Navy photo

personnel who perform well on the PT test.

b. be in pay grade E-1 through E-6. Personnel E-3 and below must be designated and are accepted on a case-by-case basis.

c. possess a minimum combined ASVAB score of VE + AR = 110. MC = 50.

d. have a minimum 24-month obligated service as of class graduation date.

e. have no NJP for the previous 12 months.

f. have no adverse performance marks for the previous 36 months.

g. pass a dive physical exam.

h. pass a hyperbaric pressure test.

i. be screened by an EOD techni-

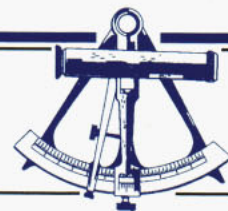
cian and pass the EOD physical screening test.

j. Be eligible for a secret clearance based on a background investigation.

k. Be recommended by your current commanding officer.

For more details refer to BUPERS Manual, Article 1410380. Naval officers are encouraged to apply for EOD through the special operations officer program as outlined in BUPERS article 1420180. For further information on EOD, contact your nearest EOD unit. In San Diego call EODMU 3 at DSN 577-5760 or commercial (619) 437-5760 and ask for the EOD recruiter.

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Transition benefits

Questions concerning transition benefits should be directed to your nearest Family Service Center's Transition Assistance Office or Military Transition Site.

For more information, BUPERS points of contact –

- ID Cards: DSN 224-8188/(703) 614-8188/1-800-443-9297
- Education Info: DSN 224-5934/(703) 614-5934
- Application Processing: DSN 224-1952/(703) 614-1952
- Program Policy: DSN 693-0814/(703) 693-0814
- FORMAN/Pay: DSN 224-1203/(703) 614-1203
- Survivor Benefit Plan: DSN 223-1265/(703) 614-1265
- L4/L5: DSN 223-7987/(703) 693-7987

DFAS-PIN

Sailors no longer have to wait to get through to the Defense Finance and Accounting Service (DFAS) in Cleveland.

Personal data on allotments, bonds, direct deposit, taxes and more is now available with the Interactive Voice Response System (IVRS). It allows active-duty Sailors access to their own pay information 24 hours-a-day, seven days-a-week.

All it takes is a Sailor's initial call to DFAS Cleveland's toll-free customer service line (1-800-346-3374). On the first call, customers are asked to enter their Social Security Number (SSN) and a personal identification number (PIN). PINs, for the first call only, will be the last four digits of the Sailor's SSN.

Callers will then be required to customize their PIN by entering their choice of four digits and their current date of rank. The customized PIN then replaces the start-up PIN, giving the caller complete access to the account.

For information on the new IVRS, call DSN 580-6338 or commercial (216) 522-6338. ‡

Reserve HYT

Petty officer 3rd class Selected Reservists assigned to Voluntary Training Units because of high-year tenure (HYT) are authorized to return to a pay status. The Bureau of Naval Personnel also authorizes a waiver for E-4s who reach HYT (14 years) during 1996, to remain in a pay status until Dec. 31, 1998.

E-4s accepting the waiver must

sign a Page 13 (NAVPERS 1070/613) to acknowledge waiver limitations. This Page 13 must be witnessed by the supporting Naval Reserve activity's commanding officer or designated personnel with "By direction" authority. E-4 personnel will not be placed in pay status until the Page 13 entry is signed and forwarded to Commander, Naval Reserve Force. ‡

"M" devices for Reserves

Reservists who have performed qualifying active-duty service in support of a designated contingency operation on or after Aug. 1, 1990, are now authorized to wear a bronze "M" mobilization device.

Approximately 282,000 reserve and National Guard members are eligible to wear the device, including participants of the Persian Gulf

War, Operation *Restore Hope* (Somalia), Operation *Uphold Democracy* (Haiti) and Operation *Joint Endeavor* (Bosnia).

The "M" device will be worn on the Armed Forces Reserve Medal. The new executive order accommodates service for both longevity and for mobilization through the use of bronze, silver and gold hourglass

devices designating 10, 20 and 30 years of reserve service; the "M" device for service during a mobilization or contingency designated by the Secretary of Defense; and an Arabic numeral indicating the number of times the "M" device has been awarded.

For more information contact Lt. Col. Terry Jones at (703) 695-3620. ‡

1996 Sailors of the Year

Four different backgrounds,

Story by JOC Cleve Hardman and JOC Charlotte Crist



**Reserve Sailor of the Year
ADC(AW/NAC) Rachele D. Stiffler**

Chief Aviation Machinist's Mate (AW/NAC) Rachele D. Stiffler's journey to the top began in February 1980. Her first assignment was as an undesignated striker with Fleet Air Reconnaissance Squadron (VQ) 4 at Naval Air Station, Patuxent River, Md. She struck for the aviation machinist's mate rating.

She married William W. Stiffler, also an aviation machinist's mate on active duty, in 1984 at Patrol Squadron (VP) 45, NAS Jacksonville.

"My children, my husband and my parents, Herbert and Mildred Johnston, have been so supportive of the choices I have made," she said. "They share me with the Naval Reserve."

In August 1992, she became the first female crew chief in the C-9 community.

"Being a female crew chief on a C-9 is challenging," she said. "It was a little tough, but displaying professionalism was what got me through. I continued to do the best job I could working with the many men and now more women in my field."

Her thoughts on being selected as the best enlisted Selected Reservist?

"I don't feel I'm the most deserving," she said. "I have a big responsibility. It means a great deal." ‡



**Pacific Fleet Sailor of the Year
BMC(SEAL) Bryan Yarbrow**

For Chief Boatswain's Mate (SEAL) Bryan Yarbrow, exploring the depths of the sea was his favorite pastime by the age of 13. Trained and inspired by his uncle, a retired Navy SEAL, Yarbrow was fascinated by scuba diving. He couldn't wait to join the Navy and become a SEAL.

"I'm sitting on top right now," Yarbrow said. "I wouldn't be here without the people I had working for me. I didn't do anything significant — they did."

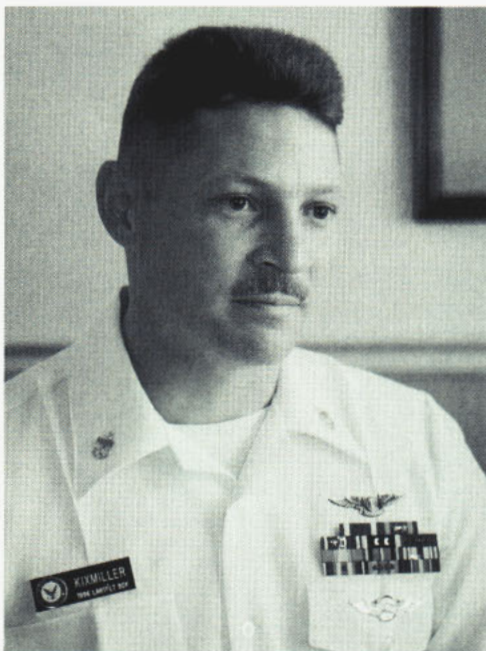
In addition to the inspiration drawn from his uncle, Yarbrow credits two other master chiefs for his development: his Command Master Chief, ENCM(SEAL) Bill Scullard and ENCM(SEAL) Tom Edwards, who helped him grow up through the course of his Navy career.

"I had to grow up," Yarbrow said. "The more I grew — mentally, professionally and spiritually — the more I enjoyed my job."

Yarbrow reports for a two-year tour of duty in the office of the Pacific Fleet Master Chief.

"I haven't decided what I'm going to do yet," Yarbrow said of his future plans in the Navy. "I want to get out into the Pacific Fleet and make an impact," Yarbrow explained. "I want Sailors to see me for myself, not as a Sailor of the Year or a SEAL." ‡

one common trait – Excellence



**Atlantic Fleet Sailor of the Year
AWC(AW) Charles W. Kixmiller Jr.**

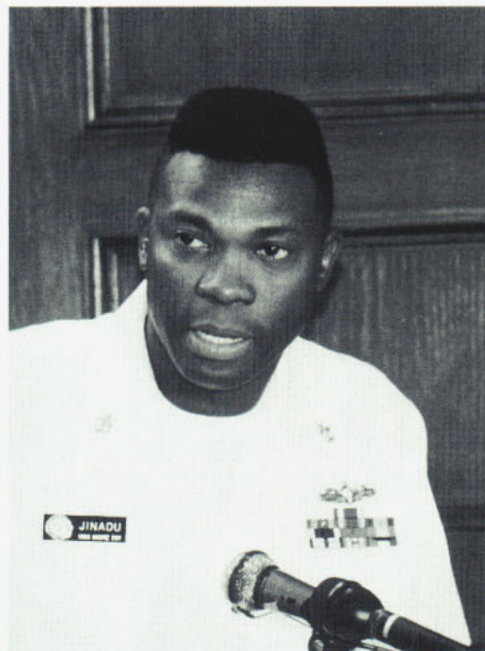
Chief Aviation Anti-Submarine Warfare Operator (AW) Charles W. Kixmiller Jr.'s 13-year Navy career has been a series of success stories. Since enlisting in 1982, Kixmiller has taken on the tough jobs and completed them with excellent results.

"Each year, only four people in the U.S. Navy are promoted to chief petty officer [through selection as Sailor of the Year]. It's a very humbling experience, and I'm very honored," Kixmiller said. "It was the leadership of my chiefs, particularly the command master chief of VS-32 that helped me."

Kixmiller reports for a two-year tour in the office of the Atlantic Fleet Master Chief.

"I want to learn how to be the best chief petty officer I can, like the people that got me here," Kixmiller said.

"I think I'm going to like being a chief. When things go haywire or the commanding officer needs something, where does he go? He asks the chief. Down the road, I'll figure out what I want to do. Maybe one day, I'll sit in the MCPON's chair," Kixmiller said. †



**Shore Sailor of the Year
GSEC(SW) Atkins Jinadu**

Chief Gas Turbine System Technician (Electrical) (SW) Atkins Jinadu was born in London, and raised in Nigeria, Africa. After graduating from high school, he traveled to the United States under a grant by the U.S. Agency for International Development, earning a master's of science degree in industrial management from Central Missouri State University.

In 1986, inspired by the movie "Top Gun," he enlisted in the Navy.

"I am not the best, and by no means will I ever be the best," Jinadu said. "The best are out there, we represent them. I am deeply honored."

Jinadu draws inspiration from them. "Ordinary heroes motivate me. Not only those in the military, but all [those] with a commitment to certain ideals," Jinadu explained.

He also credits his family and those for whom he has worked in his Navy career. "My wife, our kids and the people I have worked for and with since I came in the Navy have inspired me," he said.

Jinadu will transfer for a two-year tour in the office of the Master Chief Petty Officer of the Navy. †

Hardman is assigned to the Office of the Master Chief Petty Officer of the Navy; Crist is assigned to NR USACOM Psychological Operations AVU 0286, Norfolk; and Schuller and Cuthie are with the Fleet Reserve Association.

American Indian aims to be someone special

Story and photo by LT Dee-Dee Van Wormer

Every year, hundreds of eager students come to Naval Special Warfare Center, Coronado, Calif., ready to face Basic Underwater Demolition/SEALS (BUD/S) for a chance to be a SEAL. A common motivational phrase repeated during this intense 25-week course is, "Be someone special."

The students who come to Coronado come from all walks of life and every imaginable background. Among the current group of student of Class 208 is Aviation Technician 3rd Class Shawn D. Begay.

Begay, a full-blooded Navajo, was born and raised on the Navajo Nation Reservation in Tuba City, Ariz. Being raised on a reservation afforded Begay an experience most other students are unfamiliar with.

"Being on the reservation was more of an open space environment. We were able to travel as much as we like without boundaries," said Begay.

He also feels there was a much greater sense of community because most people on the reservation either know each other or are related. Begay received a great deal of his cultural influence from his parents who still practice many of the traditional ways.

While he was growing up, Begay was able to participate in various ceremonies, such as healing ceremonies, squaw dances and seasonal ceremonies. Most of these ceremonies promote either physical or spiritual well-being. Most people on the reservation either remain there or go to cities such as Phoenix for a change of scenery. However, Begay chose a different route.

Begay was always interested in special operations forces. After high school, he headed north to Dixie College in St. George, Utah. He remained there for one year then transferred to Fort Lewis College in Durango, Colo. There, he studied mechanical engineering before financial need intervened. Begay decided the Navy had the most to offer and enlisted in September 1994.



Begay's father had served in the Army during the Vietnam War, so he originally considered joining the Army. However, the opportunity to be a SEAL convinced Begay that's where he wanted to be. Begay learned to swim at an early age and was fascinated by the opportunity to work in the water. After boot camp, Begay attended air crew and rescue swimmer school in Pensacola, Fla. Then he went to Milington, Tenn., for "A" school before reporting to BUD/S.

Begay has found BUD/S to be extremely challenging. "A lot of places claim to demand 110 percent, but this is the only place I've ever been where that's true every single day," he said.

Begay is fluent in Navajo and being able to speak another language is usually a plus for SEALs, but Begay knows he must graduate first. He is very optimistic about his training, "Special Warfare gets to do jobs others can't do while working with the best people, and that's why I'm here." ‡

Van Wormer is assigned to Naval Special Warfare Center public affairs office

Carter Hall Sailor keeps tradition alive

Story and photo by JO2 Jeffrey McDowell

The dance is performed like it has been for centuries. The dancer pats the grass underfoot to the rhythm of the traditional tom-tom. His moccasins mimic the beat and his colorful costume flutters in the breeze. The bird feathers he holds in his hand help accentuate the timelessness of his dance. When the music takes hold, the dancer and the dance become one.

This is a traditional American Indian grass dance performed by a full-blooded Navajo brave. This particular dance evolved from the Northern Plains Indians and was adopted by the Navajo tribe of the Southwest hundreds of years ago.

Through his graceful movements he recounts a story told to him years before on the reservation by his elders. The story tells of a handicapped boy who yearned to dance with the other members of his tribe, but was denied because of his disfigurement. One night in a dream, the boy envisioned a garment made of grass. The following night, he emerged with his new dance regalia, used a scarf to disguise his face and performed his solo dance to the amazement of the others. Today, the dance is performed to help bless a piece of ground where a powwow takes place.

The music plays out, the chanting ends and the grass dancer returns to the powwow. This isn't a scene in a movie shot in the southwest. The dancer is Fireman Delano Ashley who is stationed aboard USS *Carter Hall* (LSD 50). His performance is his way of keeping his American Indian heritage alive.

When Ashley isn't performing his duties in the main machinery spaces maintaining the ship's propulsion plants, he spends his liberty with other American Indians who meet to keep the traditions alive through the sounds of their drums, the movement of their dances and the recounting of the history of their respective tribes.

Born at the Long Beach Naval Base, Ashley, now 20, spent 17 years on Navajo reservations in New Mexico and Colorado. The reservations are approximately the

size of Rhode Island.

"I'm proud to be a Navajo. I dance to maintain my heritage," said Ashley. His involvement with local American Indians is how he balances his Navy career and Navajo spirituality.

"I think it's important for the younger generations to learn and appreciate the traditional Navajo customs," Ashley said.

"As a Navajo, the hardest thing is to travel back and forth from the traditional to modern societies," he said. The powwow is one of the ways he spans that distance. All American Indians have a deeply spiritual side of their personalities, he said. "We live our religion daily."

Before too long, the sound of a tom-tom is heard in the distance, a plaintive chant begins and Ashley turns to the music, dons a headdress and moves toward a patch of earth to celebrate his Navajo ancestry. †

McDowell is a journalist assigned to USS Carter Hall (LSD 50).



FN Delano Ashley wears his regalia during a powwow.

Proud American Indian starts Navy career

Story and photo by YNC(AW/FMF) Martin Acosta



Koren C. Billie, a 24-year-old from Gallup, N.M., has joined the Navy and is currently in the Delayed Entry Program (DEP) awaiting assignment to the engineman program.

Billie lives in Gallup with her mother, Kayla and three sisters. She and her family are members of the Navajo Indian tribe, the largest in the United States. When asked what is unique about her culture, Billie said, "We are trying to [pass on] the traditional values

of our elders to the younger generation, such as speaking fluent Navajo, respecting our elders and getting back to the old ways of doing things that were once unique to our culture."

Now, her life will radically change when she reports to boot camp in January 1997. She graduated from high school in 1990, held several jobs since graduating and is now looking forward to the challenges the Navy will offer. She joined the Navy for many reasons. "I wanted to travel, take advantage of all the training opportunities and specifically the college education offered by the Navy," said Billie. "I have more than 27 semester hours of undergraduate [credit toward] a bachelor's degree in liberal arts."

Billie's excitement to start her Navy life is evident. "Right now, I'm really eager to begin my career in the Navy," she said. Even though she was hesitant about joining, Billie changed her mind after being shown the Navy adventure. "When I first came to the Navy Recruiting Station, I thought, 'Yeah, I'll just talk to them and see what they have to say,'" said Billie. "But after I spoke with my recruiter, Operation Specialist 1st Class Jerrett Rollins, I was hooked.

"What really drew me was the fact that while I'm in the Navy, I can still receive my college education and continue furthering myself," explained Billie. "Now I look at all the opportunities I'm going to gain in the Navy. I know that this will be the best experience in my life, and I will make the most out of it." ‡

Acosta is assigned to the Navy Recruiting District public affairs office in Albuquerque, N.M.



Photo by R. D. Ward

Quality of Life is top priority

SECDEF visits fleet; gets deckplate perspective

Answering questions from seamen on the bridgewing of USS Merrimack (AO 179). Discussing pay issues in the engineering spaces of USS Barry (DDG 52). Analyzing world affairs with newly frocked petty officers in the hangar deck of USS George Washington (CVN 73). Secretary of Defense William J. Perry keeps his finger on the pulse of Sailors at the deckplate level.

Once a quarter, the Secretary accompanies senior enlisted leaders to visit enlisted forces somewhere in the world. The most recent trip, with Master Chief Petty Officer of the Navy (MCPON) ETCM(SW) John Hagan, included stops aboard three deployed ships, in the north-central Mediterranean. He calls this

"management by walking around," and considers the trips to be an important part of his job, necessary to fully understand the point of view of enlisted members in the field — and for them to better understand the issues he faces as the nation's senior defense official. "I have gained a better understanding of what their needs and motivations are," he says, "and, I think, they are able to gain a better understanding of what I am trying to do as the Secretary."

Since being confirmed in February 1994, no other

Secretary Perry talks with Sailors aboard USS *Barry* (DDG 52), an *Arleigh Burke*-class destroyer, operating in the Mediterranean as part of USS *George Washington* (CVN 73) Battle Group. Master Chief Petty Officer of the Navy John Hagan accompanied the Secretary on his visit.

topic has been more important than quality of life. He uses the term to encompass the entire package of compensation, benefits and work and living environments for military service personnel, including the time service members spend on deployment, also known as personnel tempo (PERSTEMPO).

In his most recent annual report to the president and Congress, he stated, "Protecting the quality of life of America's service members is not only the right thing to do, it is critical to preserving military readiness." The

FY95 Department of Defense budget reflected this philosophy, containing an ambitious plan to improve and institutionalize quality of life for service members in three critical areas: compensation, not just the level of compensation, but also the stability in compensation; improving the quality of housing, both family and barracks; and, community and family support.

In addition to targeting these high priority concerns, Perry also established a Quality of Life Task Force of outside experts to develop further recommendations, which were delivered in October 1995, to improve the lives of men and women in the armed services.

As a complement to the Task Force, the Secretary chartered an internal Quality of Life Executive Committee to begin work on improvements to quality of life and to review task force recommendations for implementation. The Executive Committee's most significant progress to date has been in low cost, but high payoff actions that include expanding space-

Secretary Perry sits down to dinner with the enlisted crew members of the destroyer USS *Barry* (DDG 52) at sea in the Mediterranean.

available travel opportunities for family members and reengineering the way personal property is shipped to reduce damage claims and improve services.

Protecting the quality of life of America's service members is not only the right thing to do, it is critical to preserving military readiness.

**—Secretary of Defense William Perry
annual report to the
president and Congress.**

Pay

"One of the keys to our overall readiness, both today and in the future, is retention, and one of the keys to retention is sufficient compensation," Perry explained. To support this focus, he has penciled into his five-year budget plans the largest pay increases permitted by administration guidelines. "To my knowledge, this is the first

time that's been done," Perry said. "The fact that it has been endorsed and supported by the key leaders in the Congress makes me confident that we're going to be able to maintain that stability."

The Navy, with Perry's backing, is considering three proposals which would enhance quality of life and improve equity in pay and entitlements. The first initiative would authorize BAQ for single E6 petty officers assigned to sea duty. A second initiative would amend the authorizing language for Family Separation Allowance (FSA II) to ensure continued entitlement for members embarked on board a ship away from its

Photo by R. D. Ward



homeport or on temporary duty for 30 consecutive days whose family members chose not to accompany them to the homeport or permanent duty station. The third pay proposal under review would correct a long-standing inequity by authorizing continuous sea pay for all Sailors serving on tenders.

Housing

Since Perry first traveled with senior enlisted leaders to visit troops in the field at Fort Benning, Ga., in 1994, his visits have provided troops with an attentive and responsive sounding board. Housing remains one of the most commonly addressed problems. "One of the things we've done," Perry explained, "is to shine a very bright light on that problem [housing], and get a lot of people interested in it -- at the base level, at the command level and in Congress.

The Navy will spend \$505.6 million on housing in FY97

"One of the most important factors in retention is our ability to provide service members decent and affordable housing for their families to live in."

He fully supports the Navy's housing philosophy, developed under the Neighborhoods of Excellence program, to fix what we own and acquire new housing where needed.

In FY97, the Navy will spend \$168.8 million on bachelor quarter's construction and \$336.8 million on family housing construction. Specifically, the budget reflects construction of 11 BEQs in CONUS, three in Hawaii and two overseas which support the Secretary's initiative of "1+1" — one bedroom and one bathroom per occupant.

PERSTEMPO

During his visit to Merrimack, Barry and George Washington, Perry was frequently asked about deployment cycles and other PERSTEMPO issues. The Navy is now operating routinely with the highest percentage of ships underway since 1975. And, with the exception of the Gulf War, the percentage of deployed ships is at the highest level since 1986 — evidence that the need for forward deployed Naval forces did not decrease as the Navy "right-sized." Perry strongly backs Navy limitations on deployment length. Beginning in FY97, management efficiencies in underway training will allow reducing non-deployed ship operational tempo from the traditional 29 days per quarter to 27 days per quarter.

Secretary Perry looks to future strides. "A standard of living that demonstrates the value the nation places on those who defend its freedoms is critical to recruiting and retaining a high quality, well-trained and motivated force," he said. "The improvements planned for quality of life today and

Secretary of Defense on the flight deck of USS *George Washington* (CVN 73) prepares to board a helicopter for a visit to USS *Merrimack* (AO 79), a fleet oiler operating with the carrier battle group. Secretary Perry spent the day visiting Sailors aboard three ships operating in the north-central Mediterranean Sea.



Photo by R. D. Ward



in the future reach out to each and every service member. They represent an enormous commitment to people — the foundation of readiness."

The Department of Defense budget for FY97 includes \$71.3 million in child care, up from \$65.4 million last year; \$37.5 million in Family Service Centers, up from \$36.2 million; and \$61.6 million on continuing education programs such as Tuition Assistance, up from \$59.2 million last year.

"Our overall readiness depends on people. Just as we must invest in technology, combat systems and weapons platforms, so must we invest in our people," Perry explained. "Today's military personnel are the best we've ever

Secretary of Defense William Perry presents awards aboard USS *George Washington* (CVN 73) deployed in the Mediterranean during his recent visit.

seen. The young men and women are highly motivated, intelligent and well-trained. They serve

around the globe in our ships and aircraft as the cutting edge of our nation's forward deployed striking power.

"Our Sailors have never and will never let us down; we must ensure that we, in turn, never let them down." †

***The Navy
will spend
\$61.6 million
on continuing
education
programs
in FY97***

One Navy - Total Force

Story by JOC Charlotte Crist

Being a forward-deployable, self-sustaining, go anywhere, anytime global force is a tough job — even for the U.S. Navy.

That's why the Naval Reserve exists. Built on the strength, determination and spirit of the American volunteer, the Naval Reserve is stepping forward — motivated to share the challenges of peacetime and ready for the possibility of war.

Seamlessly integrated in some missions, uniquely capable in others, the Naval Reserve team recognizes a shift in maritime strategy challenging every Sailor — active or Reserve — to be at the highest readiness level.

In the past, Reserve forces often stood by waiting for a general mobilization before joining their active-duty counterparts. Today, this is no longer an option. The "Forward ... From The Sea" strategy mandates the daily involvement of Reserve force personnel and equipment to ease the burden of a worldwide, forward naval presence.

On any given day, the Naval Reserve team is manning ships, flying planes, loading cargo, treating patients, building roads, protecting the coastline and performing any other task the nation asks of it.

Reservists can perform countless peacetime contributory support missions because they fly the same aircraft, train on fleet-compatible equipment and deploy on the same classes of ships. Last year, Reservists contributed 1,722,000 days to peacetime support. In the following pages, the scope and diversity of the Naval Reserve

NOVEMBER 1996



Photo by PH1 Benny Moritz

AMS3(NAC) Vedat Aksoy of Rochester, N.Y., inspects a pitch control rod on an MH-53E at Helicopter Mine Countermeasures Squadron (HM)14, Norfolk. HM-14 has a fully integrated staff employing TARs, active duty and Selected Reserve Sailors.

comes into focus through the images and stories of the Sailors who believe the 'R' in USNR means Ready to Serve. ‡

Crist is assigned to NR USACOM Psychological Operations AVU 0286, Norfolk.

Photo by SMC(SW) Len Burkhardt



JO3 Brenda Dyson, a Reservist with Navy Public Affairs Center Norfolk, Det. 208, NAS Jacksonville, Fla., checks the eductor inlet during the dewatering phase of a battle problem drill.

One Navy, same exacting standards

Story by JOC Charlotte Crist

Twenty thousand feet above the crystal blue waters of the Gulf of Mexico, an aerial dog fight between a pair of Tomcats and Hornets leaves claw marks in the sky.

It's just another day for the U.S. Navy pilots in adversary flight training and their trainers from Reserve squadron VFC-12.

In a foreign country, an American Sailor

and a Republic of Korea Marine exchange collar devices and congratulate each other on lessons learned at the close of a joint exercise.

The host nation is better prepared to defend its shores and Mobile Inshore Underwater Unit (MIUWU) Reservists from Minnesota are trained and ready to help ... if necessary.



Helmsman SN Christopher Tarbox and LT Wayne Taylor, both Reservists aboard USS *Clark* (FFG 11), participate in bridge training.

For 80 years, Naval Reservists around the country and around the world have been reaching out, training and being trained, sharing and carrying the load — doing their part in a One Navy Force.

Since Operations *Desert Shield/Storm*, and the recall of 22,000 Naval Reservists, the Navy and the Naval Reserve Force have been working together to provide the most effective team possible. In the five years since the Gulf War, both forces have survived peacetime force reductions and base closures to emerge into a new era of "right-sized and stabilized." The scope and depth of the Reserve's participation in today's Navy touches virtually every mission. In nearly every community, Reservists are working in concert with their fleet counterparts. In fact, in

today's environment, it takes a single force comprised of both active and Reserve components to get the job done.

The exact nature and extent of Reserve participation flows from a complex assessment of requirements, availability, capability, timing and distance of Reservists from the active commands they support.

To accomplish the goal of seamless integration and a force mix that has indistinguishable components, Naval Reservists must train to the same exacting standards as their active counterparts.

The Naval Reserve force is commanded by a two-star rear admiral, Commander, Naval Reserve Force, with headquarters in New Orleans, and is supported by two flag officers who manage the Naval Surface Reserve Force and the Naval Air Reserve Force. †

Crist is assigned to NR USACOM Psychological Operations AVU 0286, Norfolk.

Reservists 'exercise' alongside active duty

Compiled by JOC(SW) Michael Dean

Sailors from active-duty naval commands ready themselves for unforeseen military operations by participating in exercises all over the globe. Naval Reserve units and Selected Reservists are regularly called on to perform needed duties during these training activities that ready the Navy for a wide range of contingencies. The following is a list of recent exercises in which Naval Reservists played important roles:

Rim of the Pacific — Central Pacific Ocean

In May and June, Exercise *Rim of the Pacific* (RIMPAC) '96 a joint-service training operation, the largest maritime operation in the world, involved all elements of U.S. Armed Forces and forces from Australia, Canada, Chile, Japan and South Korea. In all, 44 ships and 30,000 service members participated in this biennial exercise to improve coordination and interoperability of joint forces in maritime and theater operations.

Approximately 80 Selected Reservists from Patrol Squadron (VP) 65 of Naval Air Weapons Station



Photo by SMC(SW) Len Burkhardt

AA Misty Mendonca performs preventive maintenance on a firefighting station on the flight deck of Mine Countermeasures Support Ship, USS *Inchon* (MCS 12).

NAWS) Point Mugu, Calif., arrived at NAS Barbers Point, Hawaii, to participate in RIMPAC '96. VP-65 flies the turboprop P-3C *Orion* and was the only Reserve force squadron specializing in undersea warfare that participated in RIMPAC. Reserve pilots logged in nearly 200 flight hours on four P-3Cs, which carry crews of 12 people who operate a variety of sophisticated anti-submarine warfare to detect, identify, and if necessary, destroy enemy submarines.

VP-65 air crews also trained with Japanese P-3C crews to ensure they could work together in the event of a global crisis. "Each mission is designed so that we can always turn over to a Japanese P-3," said CDR Richard Hayes, VP-65's commanding officer. "We take turns tracking submarines and ships. During a shift change, we pass the target's course, speed and position to the relieving P-3 so it can continue surveillance."

Other RIMPAC participants from Point Mugu included 65 Selected Reservists and Training and Administration of Reserve (TAR) Sailors from Helicopter Support Special (HCS) 5. HCS-5 is one of the Navy's two squad-

ALL HANDS

Photo by PH2 Patrick Thompson



Photo by AECS Mardon Connelly



▲ Aboard USS *John F. Kennedy* (CV 67), OS1 Wally Alfen (left) discusses navigational plotting with OS1(SW) Doug Cole and OS2 Timothy Dave. Cole and Dave are members of the Reserve carrier's augment unit out of Naval Station Mayport, Fla.

◀ During annual training aboard USS *Kitty Hawk* (CV 63), AMH3 Dale Sanchez, a Roswell, N.M., native and AMH2 Ronald Gayda, born in Law-An-Sman, Republic of the Philippines, and now a Camarillo, Calif., resident, pull a "patch test" sample of hydraulic fluid for possible contamination.

teams in landing zones ranging from prepared surfaces to jungle terrain where confined landing areas descended below the 100-foot tree line.

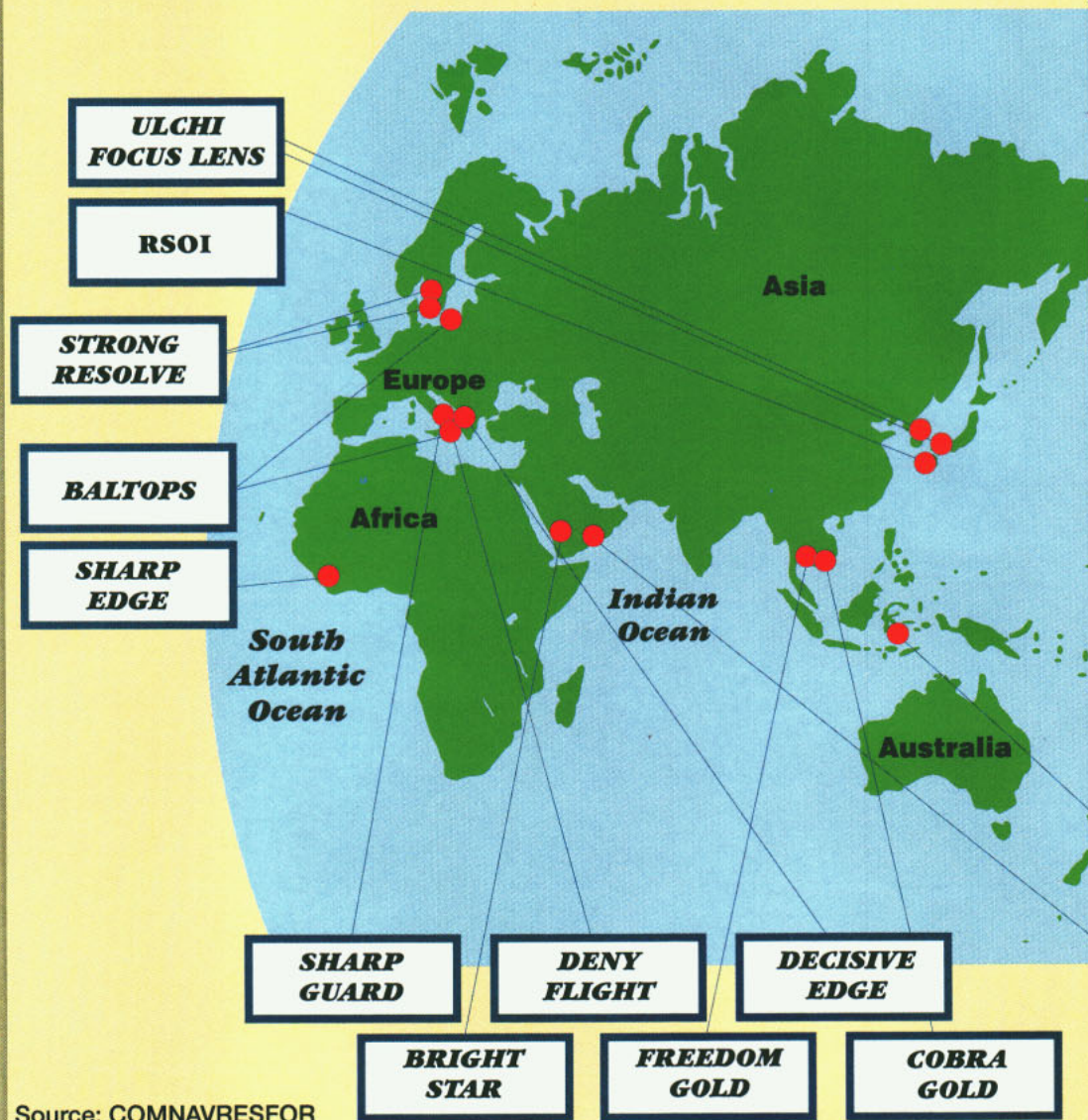
"Helicopter support for the SEALs during special warfare operations is one of our primary missions," said LCDR Matt Ragan, a Naval Reservist and one of the 34 pilots assigned to the squadron. "We take them wherever they need to go to perform their mission."

Sailors need equipment and supplies to operate. Selected Reserve Sailors from three Naval Overseas Air Cargo Terminal (NOACT) units provided support to forward Navy installations and deployed ships participating in RIMPAC '96. Reserve Sailors from NOACT E208, based in Atlanta, arrived before the exercise began to establish a forward logistics support site at Hickam Air Force Base, Honolulu. Later, they were joined by Sailors from NOACT G113, Springfield, Mo., and NOACT C213, Lincoln, Neb. Together they deliv-

rons dedicated to combat search and rescue. The squadron supported Navy SEAL teams and the Australian Special Air Services (SAS), Australia's special forces equivalent. After loading three of HCS-5's HH-60H helicopters into a U.S. Air Force C-5A cargo plane, the squadron was flown to Barbers Point. Once there, HCS-5 air crews dropped off and picked up SEALs and SAS

Around the World

Highlights of FY96



Source: COMNAVRESFOR

ered cargo, mail, personnel and repair parts to the fleet.

"This was an outstanding opportunity for all NOACT personnel," said CDR Tom Welke, commanding officer of NOACT E208, which handled more than 7,000 pounds of mail and 60,000 pounds of cargo each day of the exercise. "It allowed us to provide substantial real-world support."

Operational Readiness Exercise - New England

Self-sufficient with respect to messing, berthing and transportation, the 90 Reserve Sailors of Supply Support Battalion (SSB) headquartered at NAS South Weymouth, Mass., conducted a four-day exercise in July at South Weymouth to ensure their operational readiness. SSB pulled together the three New England-based Reserve units that make up

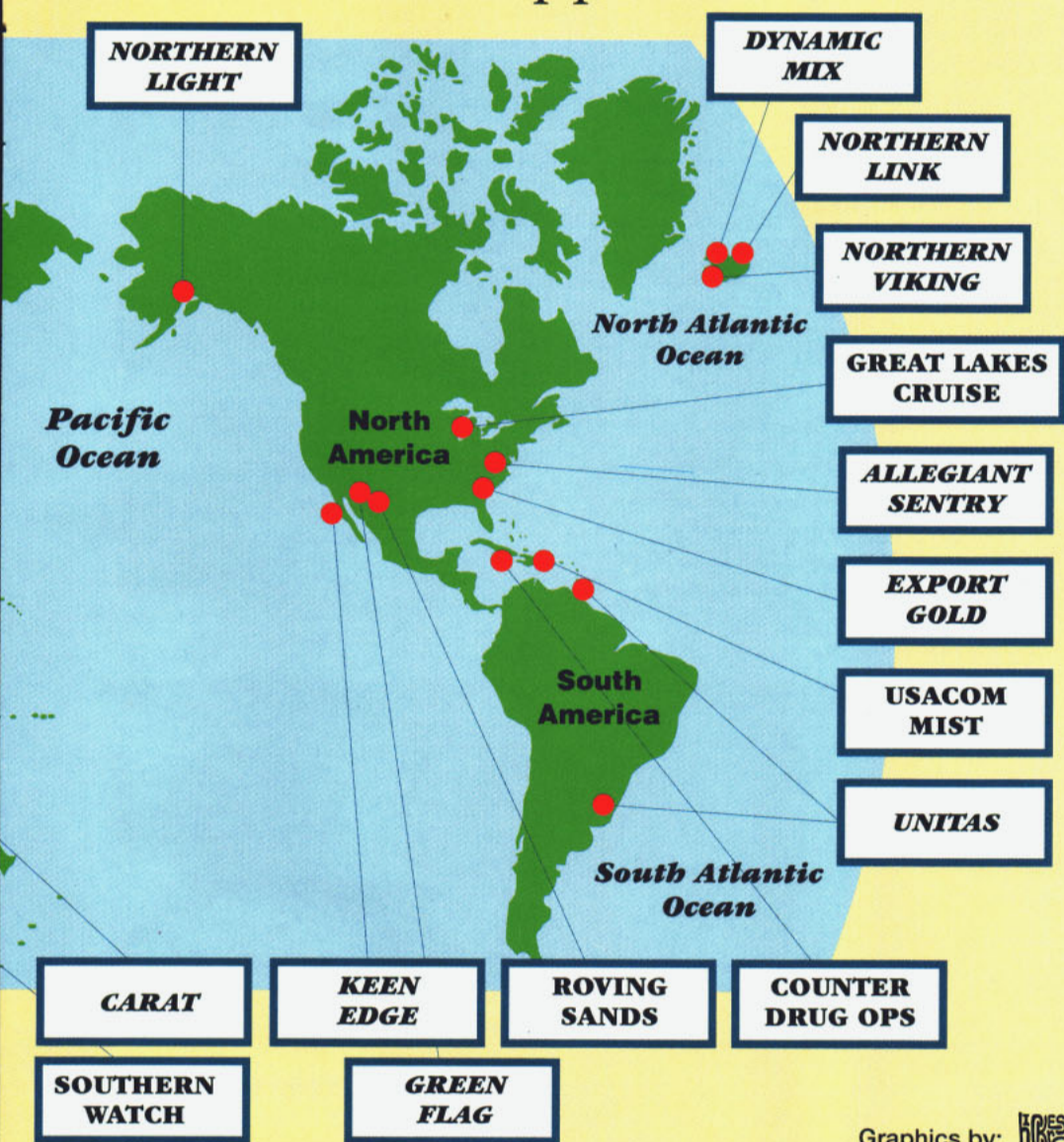
the battalion. Then, in case they were ever called on to support naval units deployed in contingency operations, SSB Sailors set up a base; practiced materiel handling and warehousing; and provided messing, berthing and transportation.

"There's great teamwork," said Master Chief Storekeeper Tom

Goulding, SSB's command master chief. "Despite the rainy weather, the units were able to get tents set up, light off the oil cookers and perform their supply duties. We're trying to provide operational training in peacetime geared toward what the Sailor would be able to do in a real operation."

Around the Clock

Naval Reserve Support



Graphics by:

Northern Edge - Kodiak, Alaska

In June, Selected Reservists from U.S. Naval Forces, Alaska (NAVAK) Det. 122, Anchorage, Alaska, joined U.S. Coast Guard and active-duty Sailors to participate in a number of battle simulations with the marines and sailors from the Royal Canadian Navy during *Northern Edge* in Kodiak, Alaska. After preparing for more than nine months using computer simulations, Reservists simulated the defense of Kodiak Harbor against small and large attacks; bombs; submarine and air advancement; and booby traps while handling medical emergencies.

Tempo Brave '96 - Western Pacific Ocean

In June, 36 Naval Reservists joined the 7th Fleet staff on board USS *Blue Ridge* (LCC 19) based in Yokosuka, Japan, to support the command during the joint service training exercise *Tempo Brave '96* in the Western Pacific Ocean. Many of

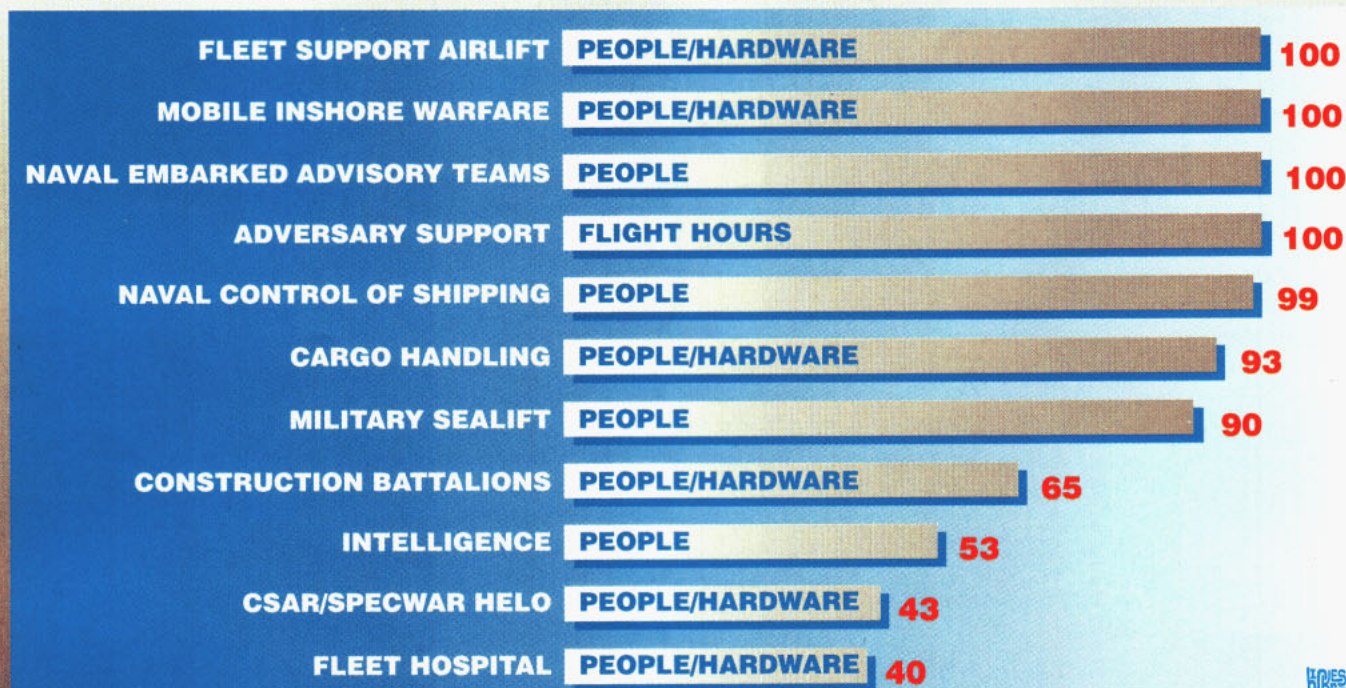
the Reserve Sailors augmented the ship's medical, operations, intelligence and public affairs departments, while several others worked with their counterparts from the Army, Marine Corps and Air Force in support of possible contingency operations.

Cobra Gold '96 - Thailand

In May, 14 Selected Reservists from three units under Commander, Amphibious Group 1, and two Mobile Inshore Undersea Warfare Units (MIUWUs) from St. Louis and Corpus Christi, Texas, helped build

How do Naval Reservists support the Total Force?

Naval Reserve Mission areas (expressed in percentage of Navy's Total Capability):



SOURCE: COMNAVRESFOR

six remote construction projects in Thailand as part of a community project during *Cobra Gold '96*. Working in scorching heat with about 11 U.S. forces made up of active-duty Seabees and Marines, they also helped build a day-care center, craft center, school cafeteria, community center, auditorium and stage buildings.

Bright Star '95 - Arabian Sea

During last year's U.S. Central Command's Exercise *Bright Star '95*, more than 5,000 U.S. service members worked with personnel from France, Egypt and the United Arab Emirates. Sailors from Military Sealift Command (MSC) Reserve units handled the arrivals, departures and cargo operations of 11 chartered MSC vessels including six fast sealift ships. At 946 feet long and capable of speeds exceeding 30 knots, fast sealift ships rapidly transport tanks, helicopters, wheeled vehicles, and other heavy equipment to support troops worldwide.

"There is no better way to learn how to run shipping operations correctly than by establishing an MSC Area Command during a mobilization exercise like *Bright Star*," said Bill Turnbull, a

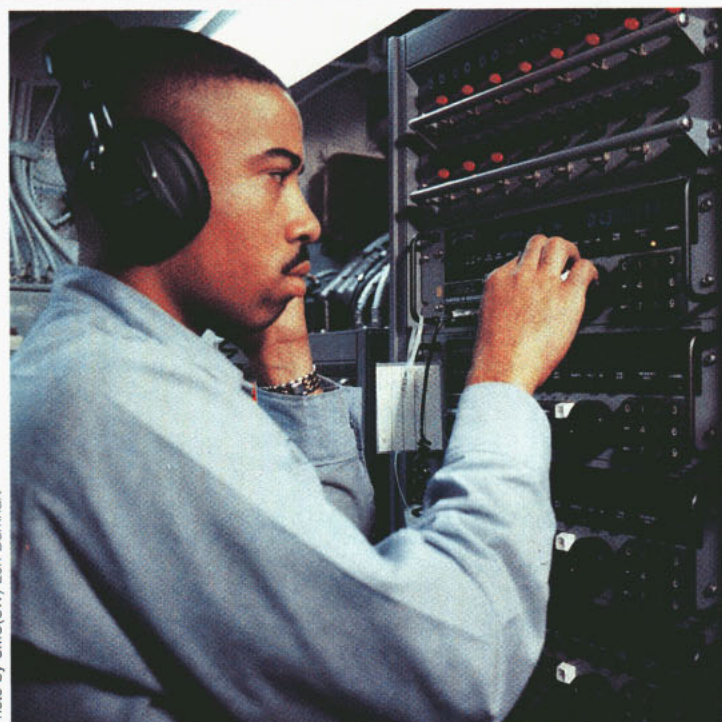


Photo by SMC(SW) Len Burkhardt

RM3 Craig Leblanc, USNR (TAR), tunes HF circuits in radio central.

transportation specialist for MSC. †

Dean is assigned to NROI Det 206, Washington, D.C.

ALL HANDS

Photo by SMC(SM) Len Burkhardt



AO2 Mike George, VP-94, inspects wing station cannon plugs during P-3C *Orion* maintenance checks.

Contributors to this story are: JO2 Denise Garcia, Naval Air Reserve Point Mugu, Calif.; LCDR Mark Haley and JO1 Catherine Kurchinski, RIMPAC Command Information Bureau; JO1 Eugene Fleming, Public Affairs Center Det. 206, San Diego; LCDR Joan O'Connor, Naval Reserve Readiness Center, Providence, R.I.; JO2 Maurice Regnier and ENS Michael Lukshin, NMCB 18 Public Affairs, Fort

Lewis, Wash.; D. Carmody, CDR J. Baucom and LCDR D. Lloyd, U.S. Central Command Public Affairs; JOC Walt Whittaker, NR OI Det. 1018, Kansas City, Mo.; JO1 James Vorndran, OI Det. 613, Great Lakes, Mich.; PA3 Mark Hunt, 17th Coast Guard District; BU2 Philippe, PAO Det. 1218, Reno, Nev.; and JO2 Philip Achten and Spc. Greg Chandler.

One Navy team repairs ships

Story by JOC Charlotte Crist

Reservists who train and drill at the Shore Intermediate Maintenance Activity (SIMA) Norfolk know what it means when their leaders talk about 'seamless integration.' They live it.

And when their leaders talk about One Navy, they believe it ... because at SIMA Norfolk, there's enough work for everybody.

So much work that Hull Technician 1st Class Aubrey Hamlett depends on Reserve technicians to help him clear his workload as the leading petty officer in the shipfitter shop.

"I look forward to seeing them come and I hate to

HT1 Aubrey Hamlett, observes the work of Reserve HT2 Craig Harlan, as he grinds the rough edges off a piece of iron material. Both are attached to SIMA.

see them leave," he said. "Having them here to help, whether it's for two weeks or two days, makes my job easier."

CAPT C.E. Allen, SIMA Norfolk commanding officer, agrees.

"Last fiscal year, Reservists worked 682 jobs right along with their active counterparts, providing more than 45,000 production hours," he said. "In many cases, Reservists are the experts who train the

"In many cases, Reservists are the experts who train the active duty. We're a team at SIMA with one job — to fix ships!"

**— CAPT C. E. Allen
SIMA Norfolk**

active duty. We're a team at SIMA with one job — to fix ships!"

SIMA Norfolk is currently the gaining command to seven units located in six states, and the surrogate gaining command for most of the 27 Category B tender units throughout 15 states.



U.S. Navy photo



Photo by SMC(SW) Len Burkhardt

EN2 Raymond Valadez lubricates a steering mechanism aboard USS *Inchon* (MCS 12).

With as many as 37 units, SIMA Norfolk has the potential of 1,400 Reservists – officer and enlisted.

SIMA units are benefiting from flexible drilling policies which give more freedom to use Reservists to meet the daily requirements of the Navy.

When they arrive, regardless of the number or the length of stay, badges identifying the wearer as SIMA Norfolk personnel are issued and assignments given. From that point on, only one identity matters: SIMA Norfolk Sailors fix ships.

HT2 Craig Harlan, a shipfitter at the Newport News Shipyard, helped build many of the ships he repairs at SIMA on Reserve time. As a member of NR SIMA Norfolk Coordination Det. 1, he likes the idea of drilling and training at his mobilization site, serving the same command in peacetime as he would in war.

"We learn from each other," he said, referring to the Sailors who work in the shipfitter shop full time. "Those of us who are Reservists are proud of the good reputation we have with the active-duty people. When we come in, we mix in with everyone else."

As NR SIMA Norfolk Coordination Det. 1, CAPT Sondra Driscoll said, "Only one set of standards exists at SIMA and they are the same for all. It is a One-Navy concept that is a working reality," she said.

With detachments across the country, SIMA Norfolk gets Reservists with a broad range of skills and backgrounds.

HT1 Robert Harkins has high praise for his fellow Reservists at SIMA. "The individuals I work with on weekends and on our annual training are highly skilled

welders, pipefitters, sheet metal workers and so on," he said. "We bring the regular Navy Sailors up to speed on the new processes we are using out in the industry."

In civilian clothes, Harkins is a launch and recovery mechanic for Naval Aircraft Depot Jacksonville and a member of an emergency response team for casualty report messages from carriers.

So many Reservists report to SIMA Norfolk for active training or drills that a full-time staff is required to ensure their smooth transition. HT1 Allen Walkup and Boiler Technician 1st Class Robert Bolander are on the Reserve liaison staff.

"The workload at SIMA has increased so much, any time we spend helping Reservists is minimal to the help they give us," said Bolander.

Indeed, during the past year, with base closures relocating more ships to Norfolk piers, SIMA Norfolk's manpower numbers have not kept pace with the increased workload.

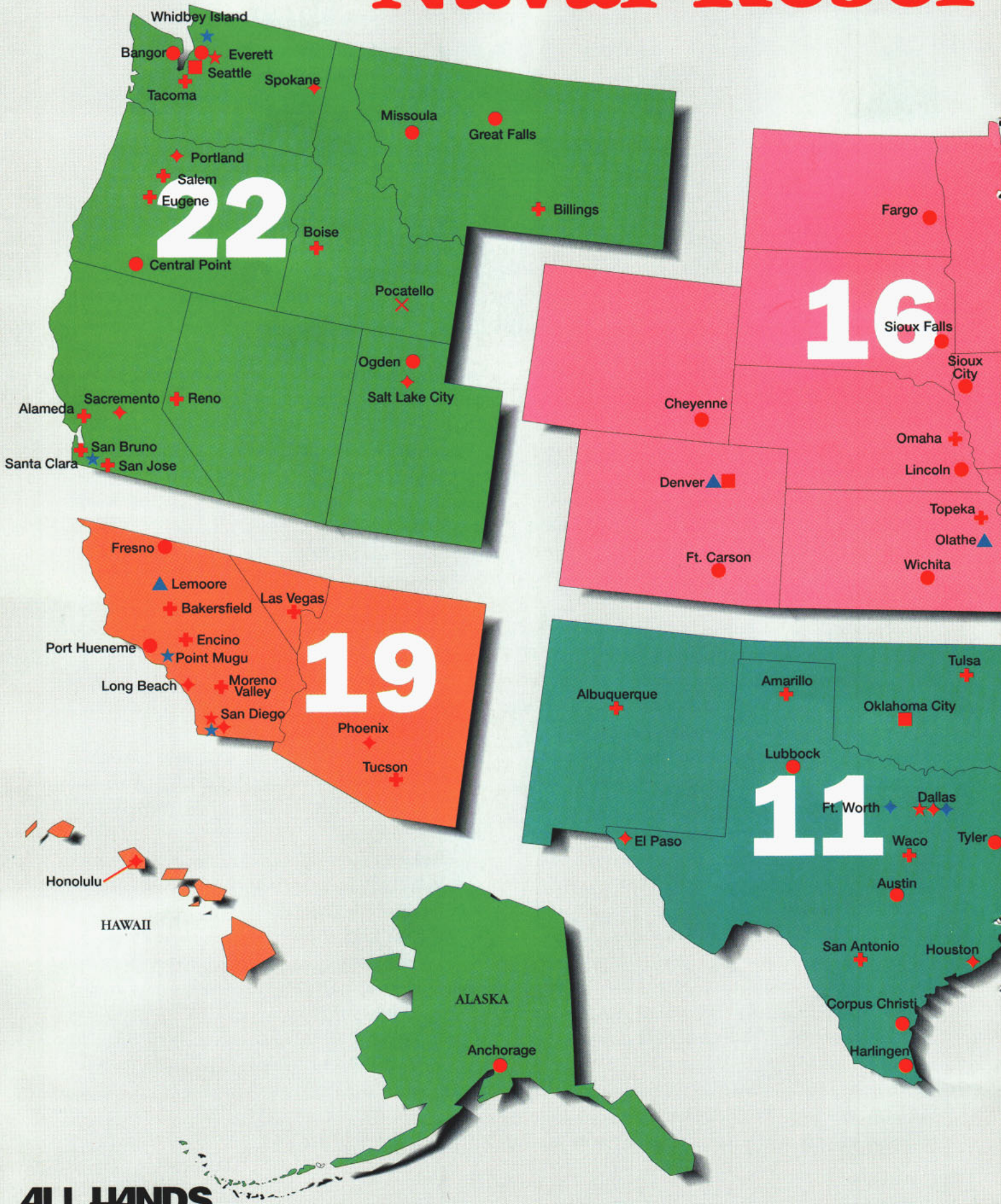
"I call our Reservists 'part-time, active-duty Sailors,'" said a smiling Bolander. "If anything, I'd like to see more of them coming in."

There are 4,134 SIMA reservists assigned to shore-based ship repair facilities and reduced operating status tenders who support SIMAs in repairing ships around the clock, seven days per week.

Naval Reserve SIMA units, currently represent 40 percent of the Navy's total capability, and play a significant role in the Navy's peacetime repair responsibility. †

Crist is assigned to NR USACOM Psychological Operations AVU 0286, Norfolk.

Naval Reser



ve Activities





Photo by ET3 Vernon Jamppins

New challenges, new people

Story by JOC Charlotte Crist, photo by JO1 Eugene Fleming

Coastal warfare and harbor defense is the oldest and most traditional mission in the Naval Reserve.

Twenty-eight Reserve Mobile Inshore Undersea Warfare Units (MIUWUs), located in 17 states, provide 100 percent of the Navy's coastal surface and sub-surface surveillance resources. MIUW forces, when coupled with EOD detachments, port security units and mine countermeasures assets, ensure the constant flow of troops and material into and across the littoral battle space. With more than 2,100 Selected Reservists and 184 TARs MIUW training is part of nearly every major naval exercise

and fleet operations.

During the early days of *Desert Shield*, MIUW Reservists were among the first to be called up for immediate deployment to the area. They were also called in 1995 for Operation *Vigilant Warrior* in Kuwait.

This year, a combined U.S.-Korean naval exercise near the East Sea port of Pohang, Republic of Korea, allowed Reservists from MIUWU 111, Duluth, Minn., and MIUWU 104, San Jose, Calif., to sharpen their skills. Teamed with Korean Harbor Defense Forces, they conducted coastal and counter-special operations force surveillance as well as mine countermeasure operations during July.

◀ ET3 Vernon Tampkins uses a compass to get a fix on a sighting. MIUW Reservists teamed up with maritime patrol squadrons flying P-3 *Orions* to deploy sonobuoys during RIMPAC '96 joint exercises in Hawaii.

To save time in the event of an actual threat, MIUWUs who train and work in Korea pre-position equipment there, allowing unit members to frequently work in-country.

Each MIUWU typically deploys a small advance party to get the equipment out of storage and establish a staging area in the port location.

"Our operators are top-notch and hand-picked," said Chief Equipment Operator Kevin McConnell from MIUWU 111.

Units are often tasked to operate in rugged or hard to access locations. In mobile vans, operators use sensor and tracking capabilities to augment patrol aircraft and ship data. Camouflaged and stationary, the vans can provide ships, aircraft and other Navy units with accurate and immediate information on enemy positions and movement.

MIUWUs 111 and 104 are two of 14 MIUWUs assigned to Commander, Naval Inshore Undersea Warfare Group 1, San Diego. In Williamsburg, Va., Group 2 has an equal number of units with identical missions.

Autonomous, expeditionary, hardware-equipped and air-deployable, MIUWUs can deploy an operational initial response team (IRT) anywhere in the world within 72 hours. Currently, the MIUW Force is expanding its capabilities with system upgrades, including

advanced electronics and C-4I systems, remote visual and electronic sensors and deployable acoustic sensor strings.

"I consider Inshore Undersea Warfare the Naval Surface Reserve's '911' force," said RADM Francis W. Harness, Commander Naval Surface Reserve Force. "In nearly every crisis in a warfighting commander's area of responsibility, MIUW is called."

By the end of this year, 20 MIUWUs and detachments will have deployed to support fleet operations in locations such as Norway, South Korea, Bahrain, United Arab Emirates, Turkey, Qatar, Oman, Kuwait, Saudi Arabia, Thailand and Canada.

Since many host nation navies are oriented toward coastal defense, the MIUW community features prominently during bilateral exercises in littoral areas around the world.

In RIMPAC '96, the Pacific's largest joint and combined maritime exercise, 70 Reservists in MIUWU 113 and their equipment provided the operational command center with a real-time picture of all contacts attempting to move through a strategic choke point.

"This was a great exercise for us to demonstrate our operational skills in a realistic warfare environment," said Sonar Technician (Surface) 2nd Class Rebecca Eplin. ‡

Crist is assigned to NR USACOM Psychological Operations AVU 0286, Norfolk. Fleming is a journalist assigned to the Public Affairs Center Det. 206, San Diego.

MIUWUs at a glance

Primary: Surface and Subsurface Surveillance of Littoral Areas

- Maritime coastal surveillance
- Port security and harbor defense
- Amphibious and MPF operations support (AE/AFOE)
- Anti-special operations forces (Anti-SOF)
- Strategic asset protection
- Counter-narcotics and smuggling operations

Secondary: Command, Control, Communications and Intelligence (C3I) Support:

- Control of coastal interdiction assets
- Boat control support in the AAA
- Support of mine-countermeasure forces (MCM and AMCM)
- Control of ships in swept channel
- Communications support to COMPF
- Intelligence reporting

Twice a citizen,

Spirit of the volunteer

Mayor John Shaneman of McLean, Ill. does it. So does flight attendant Debra Bainbridge of Council Bluffs, Iowa, and Mardon Connelly, a math teacher from Hollywood, Calif. — along with 100,000 other people around the country.

For at least one weekend a month, they put on a U.S. Navy uniform, report to a drill site and, for the next 48 hours, become subject to the Uniform Code of Military Justice.

They are Selected Reservists (SELRES), the Navy's primary source of immediate mobilization personnel. One of their responsibilities on a drill weekend is to check the recall bill. With correct, up-to-date information, SELRES can be notified within 24 hours to pack their seabags and be ready to deploy anywhere, for any length of time. Mobilization drills are conducted periodically. SELRES can never be too far, for too long, from a phone.

The families of Selected Reservists know the drill. Sometimes they answer the phone and hear the voice reporting a recall activation. It reminds them how quickly their lives could change if the drill becomes reality. Employers know, too. And so do co-workers and neighbors.

But no one knows better than the Selected Reservist. That's why they look for opportunities to train. The better their training, the better prepared they are to fulfill their mission and come back home, and that's important. Because, when you're the mayor, or the doctor in the emergency room, or the commercial pilot, or the welder in a shipyard, lots of people are counting on you.

He's the Mayor

Story by JO1 Daniel Charles Ross

The mayors of New York, Detroit or Los Angeles undoubtedly have tough jobs, but at least they don't personally know just about every person in town. They also have the luxury of devoting all their waking moments to their job. Naval Reserve Master Chief Hospital Corpsman John Shaneman serves as an optician with Naval Hospital Great Lakes, Ill., one weekend per month and two weeks each year, has a day job — and is the mayor of McLean, Ill., population 900.

Shaneman has been mayor of McLean for about a year and a half. He's a 'full-time' mayor in a 'part-time' position, since the daily running of the village is done with a small administrative staff. He manages the local office of a well-known national pest exterminating company as a day job.

What's the key to this successful juggling act? "A good grasp of how to get things done," Shaneman said.

Following boot camp and "A" school at Great



U.S. Navy photo

Mayor John Shaneman takes a moment to discuss town events with McLean Police Chief Ron Thomas.

Lakes in March 1967, Shaneman completed Field Medical Service School and reported for duty with the U.S. Marine Corps in Vietnam, after seven years of active duty. He later returned to Great Lakes and transferred to the Naval Reserve. He's been a drilling Reservist ever since.

Despite being recalled to duty for eight months

during Operation *Desert Storm*, "My naval career hasn't [adversely] affected my civilian careers at all," he said.

Shaneman's Naval Reserve experience serves him well as a town administrator. "As I rose through the ranks, I discovered I can only do one thing at a time by myself," he said. "But by utilizing and directing the skilled people under me, we can get a bigger job done better and quicker. The same thing now holds true in my position as mayor. With the help of the village, we get a lot done." ‡

Ross is assigned to NR NAVINFO-Midwest Det. 113, NRRC Great Lakes, Ill.

Navy journalist clowns to win smiles

Story by JO3 Rita Harlin

Though Journalist 3rd Class Mary Clement often wears the painted smile of a clown, she brings real smiles to the faces of children when she visits hospitals in Portland, Ore.

Clement, a Naval Reservist from Walla Walla, Wash., was recently in Portland as a member of the Public Affairs Joint Information Bureau (JIB) supporting the 1996 Portland Rose Festival.

Clement is in the Individual Ready Reserve (IRR), a pool of pre-trained manpower for mobilization requirements. IRR members have the option of performing two weeks of annual training. For the past three years, while performing annual

training during the Festival, she has dressed up as Raggedy Ann in white and blue, with red yarn hair topped with a white hat to entertain children in area hospitals. It's part of the Navy's effort to say, "Thank you," to Portland for its hospitality.

"I'm proud to wear the Navy uniform as a Reservist," said Clement. She joined the Naval Reserve through the Advanced Pay Grade (APG) program 10 years ago.

As Clement, aka Raggedy Ann, makes her way around a gathering of recuperating children at the Portland Shriner's Hospital, she interacts with them while talking, signing autographs and playing her harmonica earrings.

CAPT Dale G. Potts, who has overseen Navy JIB activities for the Portland Rose Festival for the last 20 years, said Clement, "represents the community spirit of the Navy as a good-will ambassador,"

Crystal, an eighth-grader, and Theresa, a sixth-grader, know Clement may not be what she appears to be in her bright, inviting costume, but they revel in her attention. Michaela, sixteen-months and still groggy from hip surgery, manages to fix her eyes on Clement and watches intently. Raggedy Ann, once again, provides a few moments of diversion and fun. ‡

Harlin is assigned to NR NAVINFO SW 111, Dallas, Tex.

NAVAIRES pilot answers the call of the classroom

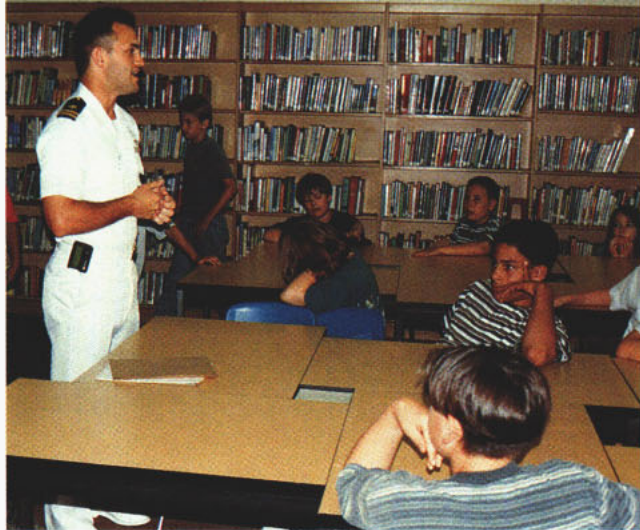
Story and photo by JO2 Bill Austin

LT Jim Pettyjohn, a P-3 pilot stationed at Naval Air Reserve Facility, Naval Air Station Whidbey Island, Wash., recently answered not the call of the friendly skies, but the call of Cascade Middle School of Sedro-Wooley, Wash. Pettyjohn, an Oak Harbor, Wash., native, spoke to students about the life of a pilot and showed them how to put on a life vest and an aviator's jump suit.

"This was a great opportunity to talk to the students about the Navy," said Pettyjohn. "I'm from Oak



Raggedy Ann, aka JO3 Mary J. Clement, signs an autograph for a young patient at a Shriner's Hospital for Crippled Children in Portland, Ore., as one of her community service projects supporting the Navy's involvement in the Rose Festival



▲ LT Jim Pettyjohn addresses students at Cascade Middle School in Sedro-Wooley, Wash.

Harbor and I really enjoyed giving something back to the community."

"The kids are enrolled in what we call the BEST S.E.L.F. program," said Kori Rowell, the assistant site coordinator of the school's eight-week program. "BEST S.E.L.F. stands for summer, education, learning and fun," she added. "I think it's great that the Navy has taken the time to come out here. This program is an excellent way of keeping the kids' minds and bodies active during the summer." †
JO2 Bill Austin is the public affairs officer, Naval Air Reserve Whidbey Island, Wash.

Naval Reservist plies heartland's airways and waterways

Story by JO1(SW) Nancy Hessen

As a senior flight attendant for Trans World Airlines (TWA), Debra Bainbridge, of Council Bluffs, Iowa, ensures the safety of her passengers and crew in the sky on a daily basis. But for one weekend a month and two weeks each year, she trades a flight attendant's uniform for Navy dungarees and is known as Boat-swain's Mate 1st Class Debra Bainbridge. She's a coxswain, providing safe passage on the waterways of Peoria, Ill., on duty with the U.S. Coast Guard.

"As a flight attendant you meet a lot of people," said Bainbridge, who is responsible for passenger cabin pre-

flight inspections and passenger safety briefings in her civilian job. As a coxswain assigned to Naval Station Pearl Harbor Small Craft Repair Unit in Peoria, Bainbridge continues to meet people and is also responsible for the safety of the boat and crew, but the similarity ends there. "I don't fly the airplanes," she said, "but I drive the boats."

Bainbridge keeps her coxswain skills current through her Naval Reserve drills in Peoria, during which she gets to rehearse her extensive training, often with the Coast Guard. "They're real willing to let us get behind the helm and practice," she said.

During her time with the Coast Guard, Bainbridge has driven small boats on the Illinois River and practiced boat landings. She also squeezes

Right: Debra Bainbridge briefs passengers on emergency safety measures during a TWA flight. **Below:** Bainbridge boards a Coast Guard cutter during Reserve duty time.



U.S. Navy photo



U.S. Navy photo

in rate training during drills

Bainbridge sees parallels between her dual occupations. "The Navy does a lot of refreshers in handling emergency situations, which relates to my civilian job," she said.

"I really enjoy being a Reservist, and the differences between my roles as a coxswain and a flight attendant," said Bainbridge. "I'm satisfied with being on water and in the air — but the air gets you there faster." †

JO1(SW) Nancy Hessen is assigned to NR NAVINFO-Midwest Det. 113, NRRC Great Lakes, Ill.

Photo by PHC(AW) James E. Livingston



◀ AT2 Mary A. Lavinder, of Rawlins, Wyo., runs test and check according to technical publication procedures on an identification Friend or Foe (IFF) transceiver at Aircraft Intermediate Maintenance Department, Naval Station Norfolk.

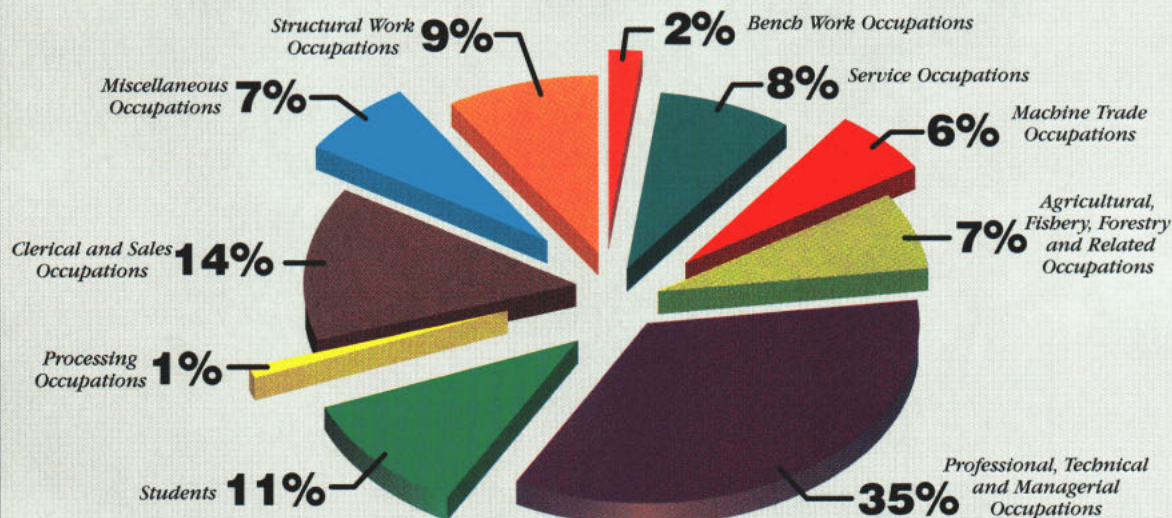
Photo by PH1(AW) Gary L. Reinhardt



▲ David J. Nieves logs information during his first day on the street as a Virginia Beach, Va., police officer. Nieves is a Photographer's Mate 2nd Class assigned to NR Atlantic Fleet Imaging Unit 0186, NAVAIRENS Norfolk.

Twice a Citizen

Naval Reservists in civilian occupational fields



Source: COMNAVRESFOR

Graphics by: H&B

Can you talk the talk?

Common Naval Reserve terms

ADSW - Active Duty for Special Training

ADT - Active Duty Training. Normally 12 to 17 days per year (once called ACDUTRA).

APG - Advanced Pay Grade. Provides for enlistment/reenlistment of civilians who possess certain qualifications in pay grades E-4 or higher. No extended active duty is required.

AT - Annual training.

COMNAVAIRRESFOR - Commander, Naval Air Reserve Force.

COMNAVRESFOR - Commander, Naval Reserve Force.

COMNAVRESREDCOMREG - Commander, Naval Reserve Readiness Command

Region.

COMNAVVSURFRESFOR - Commander, Naval Surface Reserve Force.

Drill - A period of training on inactive duty, usually four hours in duration.

Drill Pay - One day's active-duty pay earned by attendance at one drill.

FTS - Full-Time Support.

IDT - Inactive Duty Training. Refers to drill periods.

IRR - Individual Ready Reserve. Reservists not affiliated with drilling units.

NAVAIRRESCEN - Naval Air Reserve Center.

NAVRESCEN - Naval Reserve Center.

NAVAIRES - Naval Air Reserve.

NAVRES - Naval Reserve.

NAVRESPERCEN - Naval Reserve Personnel Center.

RBSC - Reserve Billet Sequence Code.

RCHB - Reserve Cargo Handling Battalion.

Ready Reserve - A status in which members serve under a statutory military obligation or under a written agreement.

REDCOM - Readiness Command.

REFLEX - Reserve Flexible (Drilling

BM2 Guiotto Dacenay, a SELRES, stands boatswain's mate of the watch aboard USS *Clark* (FFG 11).

Photo by SMC(SW) Len Burkhardt



ALL HANDS

Photo by JOC John F. Williams



HSL 94's helicopter Golden Sword 24 lands on the deck of USS Samuel Eliot Morrison during mutual training and preparation for BALTOPs '96.

Opportunities).

Retired Reserve - Reserve force composed of retired Reservists.

Retirement Points - Earned at the rate of one point for each drill and one for each day of active duty. Basis for computation of retired pay beginning at Reservists' attainment of age 60.

RNMCB - Reserve Naval Mobile Construction Battalion.

RSTARS - Reserve Standard Training Administration and Readiness Support.

Selected Reserve - That portion of the Ready Reserve consisting of members in a drill pay status.

SELRES - Selected Reservist.

SIMA - Shore Intermediate Maintenance Activity.

Standby Reserve - An active and inactive status

manpower mobilization resource which cannot be ordered to active duty involuntarily by the President without approval from Congress and only if the Secretary of Defense determines that ample Ready Reserve expertise and units are not readily available for the emergency at hand.

TAD - Temporary Additional Duty.

TAR - Training and Administration of Reserves. Career Reserve personnel on full-time active duty.

Total Force - Integration of active and Reserve forces as one force.

VTU - Volunteer Training Unit. A unit formed by volunteers to provide Reserve duty training in a non-pay status for individual Ready Reservists and active status Standby Reservists.

A special "thank you" goes to JOC Charlotte Crist, NR USACOM, Psychological Operations, AVU 0286, Norfolk; LT Matt Klee and JOC(SW) Michael Dean, NR OI Det. 206, Washington, D.C.; and the staff of the COMNAVRESFOR public affairs office for their hard work and literary talents to make this Reserve section of *All Hands* possible.



U.S. Navy wins in Great Race

Story and photos by JOC(AW) Robert Wilson

Ok, so maybe you can't take an aircraft carrier to Montana, but there are other ways to take Navy awareness into the American heartland. Such as by car — very old cars to be specific.

Nearly 100 antique or classic cars zoomed into 37 inland cities this summer, carrying the message, "The Navy is still hiring," to thousands of people who live hundreds of miles away from the nearest Navy base.

Commander, Navy Recruiting Command co-sponsored the 1996 Corel Great Race. This 4,000 mile road rally began in Tacoma, Wash., and ended 14 days later in Toronto. The race featured such automotive legends of yesteryear as a 1916 Packard, a 1930 Studebaker, a 1929 Ford Model 'A' Speedster, a 1910 Selden Raceabout, a 1930 Pierce Arrow 'C' and a 1932 Nash



Sedan.

These cars proved to be visual magnets whether on the road or in towns during lunch, dinner and pit stops. Thousands of well-wishers in each city were exposed to the Navy through, "Go Navy" stickers on both sides of these pre-1942 cars, Navy ball caps worn by many of the drivers, the Navy Ceremonial Band and local recruiters.

"The Great Race provided an opportunity for us to show up in uniform and show everybody that, al-

▲ ▲ SN Jeremy Scott, a member of the Honor Guard, holds the American flag as the Navy Band begins the Great Race festivities at Lewistown, Mont.

▲ Recruiter UT1 Wesley Lester of Navy Recruiting Station Wenatchee, Wash., gets a chance to sit in a 1931 Ford Cabriolet with driver Fred Scuncio.



◀ Race organizer Tom McRae (left) thanks recruiters BMC Spencer Farrow (center) and AT2(AW) Sean Norton for their support of the Great Race.

green starting flag. From that moment on, the Navy played a significant role in each subsequent leg of the race.

When there were a few minutes between car arrivals, Tom McRae, race founder, director and narrator would remind the crowd that, "The U.S. Navy is hiring more than 60,000 young men and women this year, and they're offering more than just jobs — they're offering careers."

Many recruiters also used the occasion as an activity for their Delayed Entry Program members. Under the Delayed Entry program (DEP), future Sailors obligate themselves to the Navy, but can take up to a full year before actually reporting for active duty.

"I had my DEPers walk around in their Navy T-shirts talking to other young people," said Operation's Specialist 1st Class Steve Ingraham of NRS Coeur d'Alene, Idaho. "DEPers do a great job of helping recruiters because they know that we have the applicant's best interests at heart."

Although final numbers of how many young people actually joined the Navy because of the Great Race are not in yet, NRD Seattle alone set up 40 interviews with potential applicants along the way. "The Great Race infused energy and patriotism into our message that the Navy is still hiring," said NRD Seattle Commanding Officer, CDR J.J. Jones, "It provided a forum for us to successfully deliver that message into small towns all across America." †

Wilson is assigned to Navy Recruiting District Seattle, public affairs office.



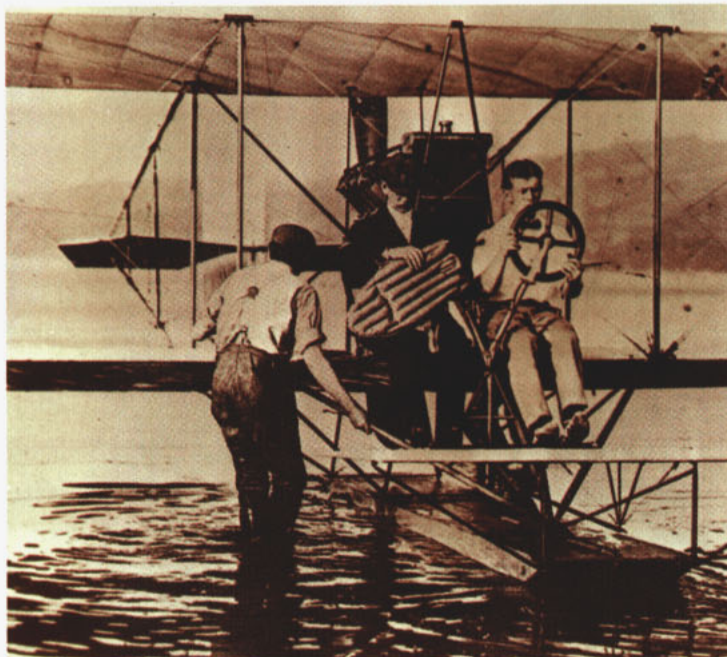
▲ Bandmaster ENS Isaac Daniel of Detroit, teaches 11-year-old Erin Klahn how to conduct the band during their performance in Helena, Mont. The band played during lunch and night stops throughout the U.S. portion of the Great Race.

though Navy presence may be small here, we are still an active part of the community," said Chief Boatswain's Mate Spencer Farrow of Navy Recruiting Station (NRS) Wenatchee, Wash., during a stop in nearby Moses Lake, Wash. "It was a lot of fun for us to meet people, and it gave the community a chance to see who their local recruiters are. The people we meet today may be the Sailors of tomorrow, or be able to refer future applicants."

CAPT Sterling Nichols, Commanding Officer of Navy Reserve Office of Information Detachment 206 and Tacoma, Wash., recruiter Chief Navy Counselor Bill Clinton began the race by waving the ceremonial

Naval Aviation

1911 to 1996



U.S. Navy photo



Photo by Ed Sheehan

Navy's 'Ace of Aces' dies

Retired CAPT David McCampbell, the Navy's "Ace of Aces," passed away June 30 at the age of 86. One of only two naval aviators to ever receive the Congressional Medal of Honor for air-to-air combat action, McCampbell is credited with 34 aerial victories.

As Commander, Air Group 15 during the Battle of the Philippine Sea, McCampbell led his fighter planes against a force of 80 Japanese carrier-based aircraft bearing down on the fleet. He personally destroyed seven hostile planes during a single engagement in the course of the battle.

During the Battle of Leyte Gulf, he and one other plane intercepted and daringly attacked a formation of 60 hostile land-based aircraft. McCampbell's nine victories in that engagement remains unequalled in the history of aerial combat.



▲ **1919** A naval aviator releases carrier pigeons from the float of his seaplane at then U. S. Naval Air Station Anacostia D.C.

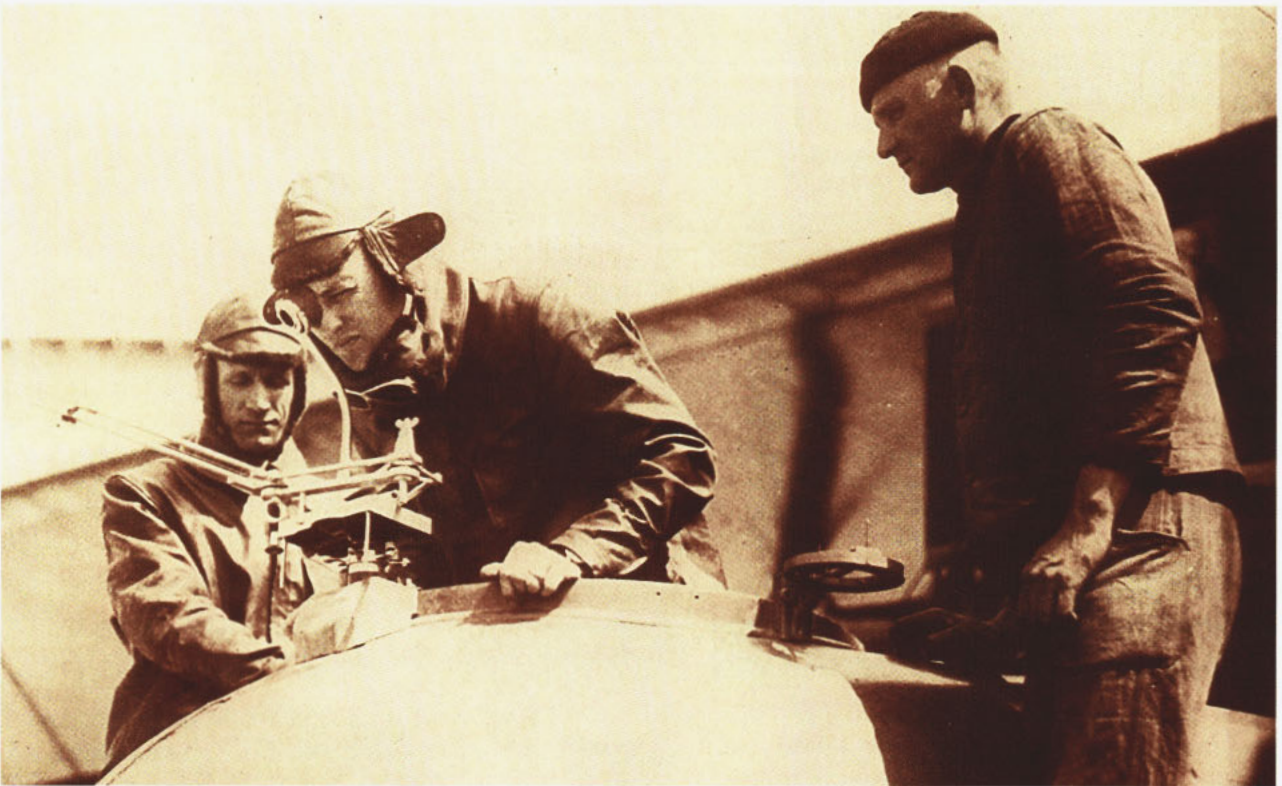
◀ **1943** Women are playing an ever increasing role in the building of U.S. warplanes. This woman is riveting a section of the fuselage.

◀◀ **1911** At the controls of the Navy's first aircraft, the A-1 *Triad*, LT T. G. Ellyson prepares to take CAPT W.I. Chambers aloft during flights at Hammonds-port, N. Y. The A-1 *Triad* was one of the first two aircraft ordered by the Navy, and the only amphibious version. Ellyson is considered to be the "father of naval aviation."

● **1968** A P5M-2 *Marlin* anti-submarine flying boat from VP-40 "anchored" in San Diego.

▼ **1996** Aircraft from the squadrons of Carrier Air Group 14 aboard USS *Carl Vinson* (CVN 70) fly over the carrier at sea, demonstrating the diversity of today's naval aviation.





▲▲ 1948 Adelie penguins inspect a Sikorsky H3S-1 helicopter from Task Force 39 in Antarctica.

▲ 1919 CDR Albert C. Read (left), CDR Richard E. Byrd (center) and an unidentified mechanic check out the NC-4 in preparation for their upcoming trans-Atlantic flight.

Around The Fleet...

Scholarships ...

Two local students recently received scholarships from the Navy Supply Corps Foundation at a ceremony held at Commander Naval Air Force Pacific Fleet Headquarters (AIRPAC), located at Naval Air Station North Island, San Diego.

Nancy Ladao, daughter of Retired Senior Chief Storekeeper Diosdado Ladao, was awarded a four-year, \$8,000 (\$2,000 per year) scholarship in honor of RADM Robert Stack. Nancy is ranked fourth in her high school class of 308 and maintains a 4.35 grade point average. She was chosen for the scholarship because of her exemplary scholastic ability, leadership and character.

Eileen Tumulad, daughter of Master Chief Mess Specialist Benjamin Tumulad, was awarded a one-year, \$2,000 scholarship. The scholarship was given on behalf of the Supply Corps Association of Japan. Eileen's mother, Evelyn Tumulad, accepted the award on her behalf.

Competition for scholarships is open to college students who are children of members of the Navy's Supply Corps community, whether



Nancy Ladao displays \$2,000 scholarship award.

officer, enlisted, active, retired or reserve.

Scholarship recipients are selected by the association's scholarship selection board. The candidates are selected based upon character, academic achievement, leadership and participation in extracurricular activities. The Navy Supply Corps Foundation can be reached at (706) 354-4111. †

BSA ...

The Boy Scouts of America have long played an important role in the development of America's youth by building character, citizenship and improving personal fitness. Naval Special Warfare Center (NSWC), Coronado, Calif., assisted them by establishing an Explorer Scout Post last February.

Explorers are the young adult division of the Boy Scouts open to young men and women age 14 through 20. The post's mission is to expose the Explorers to all facets of naval special warfare while developing and promoting leadership, fitness, community service, outdoor activities, social interaction and providing information on Navy career opportunities.

The participants have enthusiastically embraced the program and received positive exposure to the special warfare community. Two of the Scouts are in the Navy's Delayed Entry program (DEP), committing themselves to joining the Navy to become future Basic Underwater Demolition/SEALs (BUD/S) students. †

Self help ...

The self-help division at Naval Air Station (NAS) Norfolk's facilities management department (FMD) is one of the prime examples of how NAS is improving its appearance while maintaining quality of life and safety within the work place. The need to reduce the cost of ordering materials for NAS Norfolk customers is the motivation behind the self-help division.

The self-help division provides material and technical assistance for repairing and rehabilitating FMD and tenant command work spaces. The division's electricians and Seabees responded to 30 projects at NAS and tenant commands last year.

"The idea is to lower the cost," said Chief Steelworker Daniel Love, self-help division officer. "By using our own people, we provide additional training



SW3 William Boyd works in the builder's shop cutting lumber for concrete forms for a project at Ely Memorial Park.

for them while cutting back on the hourly rate for the labor." †

Award ...

NEY Award winners announced

The 1996 winners of the Navy CAPT Edward F. Ney Memorial Awards for Outstanding Food Service in the Navy were announced by Navy Secretary John H. Dalton. The awards were formally presented to the winners recently in Atlanta. The Ney awards, established in 1958 by the Secretary of the Navy, recognize food service excellence by judging key areas in customer service, restauranturship, cleanliness and management.

Initially, more than 440 general messes compete for the Navy awards. Ney awards are presented in 10 categories.

Afloat winners:

Submarines - USS *Honolulu* (SSN 718).
Submarines - Runner-up - USS *Baltimore* (SSN 704).
Small Afloat - Assault Craft Unit 2.
Small Afloat Runner-up - USS *Rodney M. Davis* (FFG 60).
Medium Afloat Runner-up - USS *Merrill* (DD 976).

Large Afloat - USS *Essex* (LHD 2).
Large Afloat Runner-up - USS *Wasp* (LHD 1).
Tender - USS *Simon Lake* (AS 33).
Tender Runner-up - USS *McKee* (AS 41).
Aircraft Carrier USS *Carl Vinson* (CVN 70).
Aircraft Carrier Runner-up - USS *America* (CV 66).

Ashore winners:

Small Ashore - Naval Computer and Telecommunications Area Master Station, Eastern Pacific, Honolulu.
Small Ashore Runner-up - Naval Air Station, Atlanta.
Medium Ashore - Submarine Base, Bangor Wash.
Medium Ashore - Naval Shipyard, Norfolk.
Large Ashore - Naval Station Pearl Harbor.
Large Ashore Runner-up - Naval Amphibious Base, Little Creek, Va.
Hospital - National Naval Medical Center, Bethesda, Md.

Ultra Marathon

Running a marathon takes its toll on a runner. Endurance, preparation and proper training all factor into running a successful marathon. But for Hospital Corpsman 2nd Class (DV) Frank C. Dudas Jr., a Naval Reservist attached to Inshore Boat Unit 21 at NAS South Weymouth, Mass., a normal marathon wasn't enough. He ran in an ultra-marathon.

Dudas, 35, recently represented the Naval Reserve at an ultra marathon in Woodstock, Vt. The ultra-marathon consisted of 100 miles of grueling hills and rocky trails. Dudas was allowed to stop to change his sneakers, eat and drink, but he had only 30 hours to complete the ultra-marathon. He prepared for the event by putting in many hours of running.

Dudas's personal goal was to

finish the marathon in 24 hours. He finished 51st out of 250 runners with a time of 22:36:20. With that time, Dudas qualified for the Western States 100-mile ultra-marathon in June 1997.

"I'm proud, very proud," Dudas said. "The Reserve is a career for myself. This was a good way to show the public the Navy is behind its people when it comes to physical fitness."

Dudas is currently employed as a paramedic with American Medical Response, Natick, Mass. His Navy training, though, has made him better prepared for what he faces on the job. "In the Navy, I've learned to stay focused and motivated, not to quit," Dudas said. "You have to be honest with yourself and show pride in whatever uniform you wear." ‡



HM2(DV) Francis Dudas, Jr., a Naval Reservist attached to Inshore Boat Unit 21, continues on his 100-mile run as part of an ultra-marathon held in Woodstock, Vt. Dudas finished 51st out of 250 runners.

Photo by Barbara Kirchner

Bearings

The Blues carry Emmitt Smith away

He's been a college football All-American, a five-time NFL All-Pro running back and has led his team to three Super Bowl championships. Now Emmitt Smith, the all-everything, record-setting tailback of the Super Bowl champion Dallas Cowboys can add another line to his resume – Blue Angels co-pilot.

The Navy's flight demonstration squadron performed recently at Naval Air Station Joint Reserve Base, Fort Worth, Texas. Before wowing the crowd with their spectacular stunts, the Blue Angels took Smith for the ride of his life.

"I always wanted to fly with the squadron, because they [are] based in my hometown, [and] I grew up watching them," said Smith, a two-time Super Bowl most valuable player and 1996 University of Florida graduate. Smith left school early to play in the NFL, but went

There was a lot of autograph signing before and after Smith went on his gravity-defying trip with the Blue Angels.

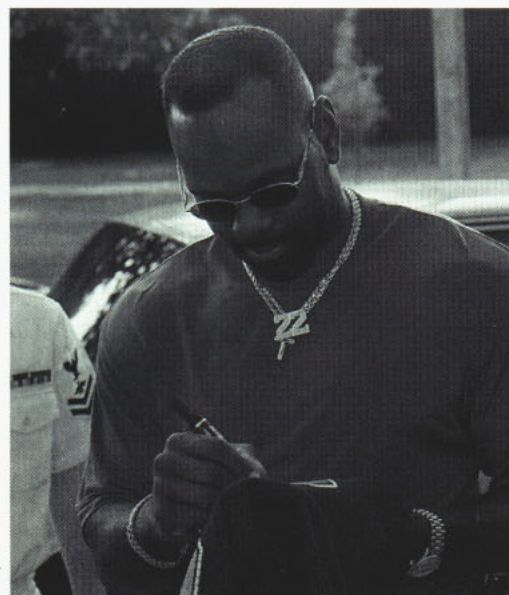


Photo by JO1 Michael Hart

back to finish his studies. "I always wondered what it would be like to be in one of those blue and gold planes."

Now he knows.

Smith went up with Blue Angels pilot LT Scott Beare of Alexandria, Va. The fun began immediately after takeoff when Beare whipped his F/A-18 *Hornet* rocket-style straight up in the air. From there he went into a series of twists, turns, loops and high-speed flying that made Smith wish he was on the football field – especially after they cruised over the Cowboys' practice facility.

"It was unbelievable," Smith said of his 45-minute excursion. "The excitement was just like being in a big game. My body was feeling all kinds of different things. Mentally I was excited about doing it, but my body was saying, 'No, you want to stop!' It was a great feeling being up there."

Smith's day wasn't all about zipping around in a Navy fighter jet. He, along with the Blue Angels crew, hosted five outstanding scholar-athletes from the Dallas area. It was a day not just for flying, but being positive role models for young adults as well.

"Knowing that Emmitt got his degree shows me that no matter how much money you have or how famous you might be, education is important," said Oscar Ross, a 12th-grade football player.

"The Blue Angels are awesome, said Pam Capik, a 1996 high school graduate. "They deserve all the respect in the world."



Photo by PH1(A/C) Casey Atkins

Emmitt Smith gives a thumbs up before taking off with the Blue Angels.

"It was real fun and exciting to meet the Blue Angels and Emmitt Smith," said 12th-grader Jason Head, who was inspired by the Blues' flight demonstration. "The work they do is real daring," he said. "It makes me want to fly jets someday myself."

That's what's important – getting kids set goals and have dreams, according to Aviation Electronics Technician 2nd Class (AW/SW) Ronnie Harper, the squadron's No. 7 crew chief. "We (Emmitt and the Blue Angels' crew) all strive to be positive role models for kids," said Harper, a Louisville, Ky., native. "Our message is if they stay in school, they might be able to fly for the Blues, be a star running back or a success in whatever field they choose. We want them to know that if they work hard they can achieve their goals." †

Story by JO1(AW) Michael R. Hart, a photojournalist assigned to All Hands.



Sailors build "Gift for Kids"

More than 30 Sailors from USS *Pennsylvania* (SSBN 735) (Gold), Naval Mobile Construction Battalion 23 Reserve Det. 0723, and the Naval and Marine Corps Reserve Center Erie, Pa., joined forces and contributed more than 900 man



hours during one week in July repairing a 30,000 sq.ft. warehouse for the charity "Gifts for Kids."

CDR Spenser Tolis, commanding officer of *Pennsylvania* wanted to renew ties to the ship's namesake. "We formed a committee to select a Pennsylvania charity, so we could contribute locally. Gifts for Kids seemed like an outstanding opportunity for us," said Senior Chief Fire Controlman Anderson, Chief of the Boat.

Begun in 1994, Gifts for Kids receives damaged or defective toys from large toy manufactures or retail outlets. Approximately 75 volunteers, many of them retired military members, repair the toys for distribution throughout Pennsylvania. "More than 30,000 neglected or abused children throughout Pennsylvania receive toys from Gifts for Kids throughout the year for their birthdays or Christmas," said Denise Fultor, executive director of Gifts for Kids.

Pennsylvania contacted the local Reserve Center's Command Chief, Chief Hull Technician Ray Sloan to inform him of the repair project. "We immediately contacted our Reserve construction battalion unit to provide the planning and estimation required as well as the technical support. Our full time support staff also jumped at the chance to get involved. It was an excellent opportunity for our Selected Reserves to work with another active-duty command for the good of the local "community," said Sloan.

The most impressive project was the construction of a 10 foot by 30 foot combination handicap ramp and loading dock, which allowed the facility to meet Federal Handicap Regulations as well as expand their receiving operations. The combined crews also removed two unsafe walls, cleared two storage rooms and used more than 40 gallons of paint.

The week ended with a pancake breakfast, held in the Navy's honor and as a send off to USS *Pennsylvania*'s crew. The breakfast, attended by 300 people, gave Erie's mayor an opportunity to present Tolis with a key to the city to recognize the crew's accomplishments. †

Story and photo by LT Drew G. Flavell, assigned to USS Pennsylvania (SSBN 735) (Gold).

USS *Pennsylvania* (SSBN 735) (Gold) crew members paint the trim of a newly installed window at the Gifts for Kids warehouse in Erie, Pa.

Bearings

Kids Alive on board Essex!

The flight deck came alive with kids during a recent performance by the musical group, "Kids Alive."

Kids Alive is an ensemble of children, ages 7 through 17, who sing, dance and give theatrical performances at a community theater in Peoria, Ariz., a suburb of Phoenix.

They performed aboard *Essex* during this year's summer tour in San Diego, as a request from one of the crewmembers who saw the group perform at Sea World. "Sometimes we have a booked appearance if we know someone in the area, or if we are sponsored by an organization like Disneyland," said Christie McKibben, one of the tour sponsors and the musical director at the theater.

Kids Alive gives the children an opportunity to be actively involved in something positive, according to McKibben. It also allows them to do good things for other people by reaching out to them through music, dance and public appearances. The kids in turn are trained in speaking and presenting themselves in public.

"It's not just about singing and dancing, but also about personal growth and self esteem," said McKibben. "A lot of this happens while the kids are on summer tour when they bond and work together to make the tour happen."

Kids Alive is also a tuition class that puts on seven productions during the school year and four during the summer. They perform at the community theater, schools, retirement homes and other civic organizations. The group has been in existence for nine years and began the summer tours eight years ago. With the first tour the children had to apply and be interviewed before they were selected to go on the summer tour.

"Initially it was only 13 kids in a 15-passenger van and they traveled for five weeks around the United States. Now the kids can elect to go, and they all decide where they go," said McKibben.

Kids Alive is a non-profit organization, and whatever money is received for their performances is used toward the summer tour. The families of the children provide any additional funding necessary to go on the trips. The group has revisited Russia and England on past summer tours.

Shawn Cunningham, a member of the group,



The musical group, Kids Alive performed aboard USS *Essex* (LHD 2) during the group's visit to San Diego.

thought the visit to the *Essex* was cool. "We had fun here and there was a lot of exciting stuff to see," he said. He also went on to say this about their summer tour - "San Diego rules!" ‡

Story by OS2 Robert E. Williams Jr. and photo By PHAA David Wessel, both assigned to USS *Essex* (LHD 2).



Sailor overcomes lifelong challenges

A Vietnam refugee lands in the United States, completes a bachelor's degree in Electrical Engineering, then joins the Navy out of "a sense of obligation" to the Americans who helped along the way. This sounds like a movie script, however, it's a true life story.

Reserve Aviation Electrician's Mate 3rd Class Pafug Dung Phan, assigned to the Cable Manufacturing Work Center at NAS Atlanta, not only wrote this script, but lived it as well. Phan was born in 1968 in Binhgia, Vietnam, at the height of the Vietnam Conflict. By the time he was 17-years-old, his mother had saved \$1,000 and paid a boat captain to take her son out of Vietnam in hopes he would have a better life. "She made many sacrifices for me and my brothers. She worked the fields and saved money for me to leave the country," Phan said. "My father died when I was young, but [my mother] didn't remarry and raised us all on her own."

Phan and 92 other passengers were on a course to an unknown destination until three days later when they were picked up by a passing commercial ship and dropped off in Singapore. After a 2.5 month wait for immigration processing, Phan moved on once again, this time a flight to River Falls, Wis., to live in a house with eight or 10 other refugees from different countries. His livelihood was supported by a local church in River Falls, where the congregation



AE3 Pafug Phan repairs cable at the Cable Manufacturing Work Center, NAS Atlanta.

became his family until he graduated from high school two years later.

After graduation, Phan attended River Falls University, completing his pre-engineering education and eventually landing at Minnesota State University where he received a Bachelor of Science in Electrical Engineering.

Most people would consider this success enough, but not Phan who had other things on his mind. Out of loyalty to America, and a sense

of obligation to those who helped him achieve his dreams, he joined the Navy in 1995, graduated boot camp and then went on to AE "A" school. Upon completion of school he reported to NAS Atlanta.

Phan would like to complete his second bachelor's degree, this one in computer science, and then pursue a Master's degree in Engineering. Phan has not made up his mind past the next four years, but he would like to see about a commission in the Navy or go on to a career in the civilian community.

He also has plans for his family. Phan has not forgotten who made his dream possible — his mother and brothers in Vietnam. "I will send

money every chance I get to help out and my future plans are to get my mother over here, with my youngest brother." Phan added that his older brothers are grown, and will probably stay there or find a way here on their own. "I've done all the paperwork necessary to get my mother over here. It is just the monetary situation now."

For Phan and those who know him, this is just another goal he will achieve in due time. †

Story by LT Cynthia Geyer and photo by PH1 David Miller, NAS Atlanta public affairs office.

Bearings

Making dreams come true easy for Navy team

It was a dream come true for some young survivors in Oklahoma City: a trip to Florida on a Navy C-9 and a ride with the crew on USS *Oklahoma City* (SSN 723), a fast attack nuclear powered submarine.

The special journey, dubbed 'Oklahoma by the Sea,' was a joint effort of Naval Reserve Office of Information Detachment 411, Commander Submarine Forces Atlantic, *Oklahoma City* and several corporate sponsors.

Initially organized for the children who had survived the April 19, 1995, bombing of the federal building in Oklahoma City, it was expanded to include four children

from the cancer center at Children's Hospital of Oklahoma.

A C-9B *Skytrain* from Fleet Logistics Squadron (VR) 52 at NAS Willow Grove, Pa., landed at Will Rogers World Airport in Oklahoma City, June 17, 1996, to take on the young passengers and their parents for the trip to Fort Lauderdale. USS *Oklahoma City* was conducting training operations off Florida's southern coast.

In Fort Lauderdale, the submarine was waiting to take the children on board and get underway. The commanding officer, CDR Richard Snead, made the children submariners for the day, allowing them to take turns at being helmsmen, peer through the periscope and listen to sonar.

"To see the excitement not only on the faces of these kids, but also on the crew, made all the preparation and hard work worthwhile," Cdr. Snead commented when the children were back on land.

It was his wife, Missy, who initiated the idea of the trip when she and other wives from the submarine visited with young victims in Children's Hospital of Oklahoma shortly after the bombing. Meals, transportation and lodging while in Fort Lauderdale were paid for by corporate sponsors and Navy donations.

Another squadron, VR-56, from NAS Norfolk, picked up the children and delivered

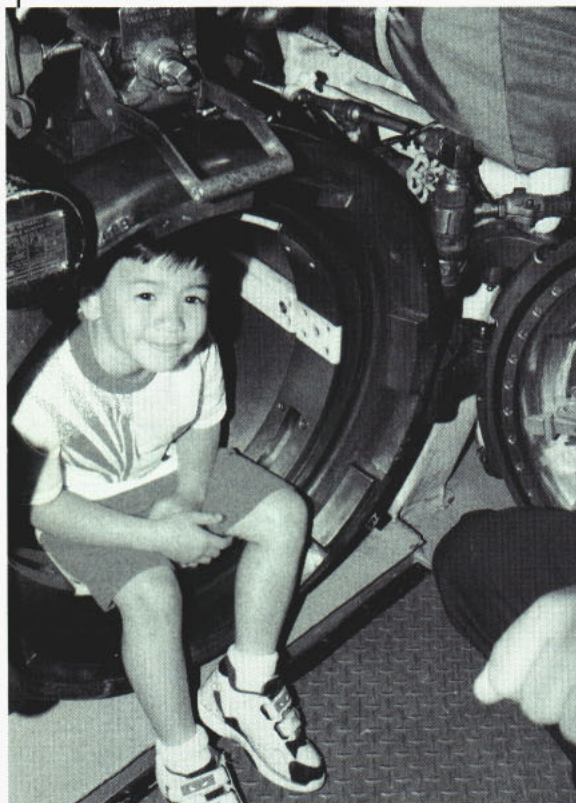
them safely back to Oklahoma City, on June 19. LCDR Ted Morse, a Selected Reserve pilot, was at the controls and remembers the excitement that day.

"This was the kind of mission that makes you feel good," Morse said. "As a civilian I fly for United Airlines. We can't bring children into the cockpit on commercial flights, but we did on the C-9. They were so excited."

Thu Nguyen, whose son, Christopher, has recovered from injuries he received in the bombing, said the family had turned down similar offers from well-wishers.

"This trip was for the children," he said. "This trip was an opportunity of a lifetime!" †

Story and photos by JO3 Sharon Chan who is assigned to NR OI Det. 411, Naval Reserve Center in Oklahoma City, Okla.





Joint Reserve Force

The Defense Logistics Agency (DLA) is fielding a valuable weapon in providing a pipeline of logistics support that stretches from distribution depots to the front lines. This weapon is Joint Reserve Force. The force of 1,300 is composed of teams that include 715 Navy, 250 Army and 340 Air Force Reservists.

Reservists attached to Defense Distribution Region West (DDRW) serve in a unique capacity. They have two basic missions. One mission is to build and operate deployable distribution systems to receive, process and issue material in support of disaster relief or theater operations. The other mission is to provide immediate surge support to DDRW depots in the event of a major troop mobilization and deployment.

Monthly drills at 10 depots across Utah, Texas and Oklahoma

provide hands-on training and real-world work experience in the business of providing distribution support for the military services.

The most recent joint regional exercise occurred at Defense Distribution Depot Ogden, Utah, this summer when 115 Reservists came to test both missions. The primary objective of this evolution was to test and train surge capability and exercise deployable material distribution capabilities.

The first challenge was to get experienced reservists in place at the depot in 12 hours. The second was to erect a tent city to accommodate the Joint Reserve Force. "Bringing reservists together in a joint exercise is vital," said Chief Storekeeper Myrna Farrar, who logged nearly 48 hours on the exercise before getting some rest. "You get to see who the other players are and it's evident that



SK3 Luis Ackerman from DDRW Det. B420 in Salt Lake City, dismantles storage racks.

teamwork is where it is at."

"We completed a lot of hard work," he said. "I'm proud of the job we did," said SK3 Louis Ackerman. ‡

Story by Doug Imberi, photos by RM3 Michelle Broskavich of DDRW Det. B420.

ENS pinned with World War II bars

There is a lot of World War II history in the gold bars pinned on newly-commissioned ENS William H. Forestelle III this June. They are the same ones worn by his father, a Navy lieutenant, more than 53 years ago in South Pacific operations.

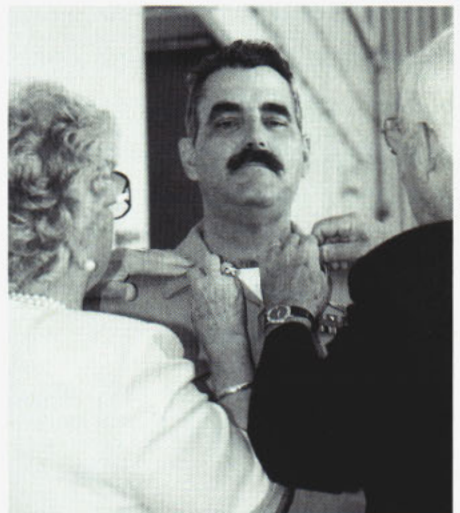
Dr. William H. Forestelle (former Aviator No. C4547) was a fighter pilot who made 99 aircraft carrier take offs and landings from eight different carriers. He retired from the Naval Reserve in 1952.

The younger Forestelle enlisted in the Navy in 1967 at the Oakland Induction Center. His career from seaman to ensign occurred by way of the Limited Duty Officer pro-

gram. "This looked like a good program, and a way that I could follow in Dad's footsteps," Forestelle said. "With the Navy downsizing, the opportunity to make the senior ranks of an enlisted rate was scarce. But, I never gave up, and I'm glad the Navy is willing to invest in my future."

The younger Forestelle lives in Oxnard, Calif., where he is employed as a Senior Special Investigator for the California Department of Motor Vehicles. ‡

Story and photo by Marilyn Moore, a public affairs specialist at Naval Air Reserve, Point Mugu, Calif.



ENS William H. Forestelle III receives his father's World War II ensign bars at the June Naval Reserve CV 176 commissioning ceremony, Point Mugu, Calif.

Shipmates



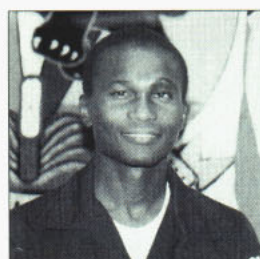
Radioman 1st Class (PJ) Kenneth Pieper of Naval Computer and Telecommunications Det., Brunswick, Maine, received the Military Outstanding Volunteer Service Medal. Pieper, an Akron, Colo. native, spends his leave each summer as a director at Camps Hope Share in Fort Collins, Colo., where he manages 22 people and helps mentally and physically-challenged campers.



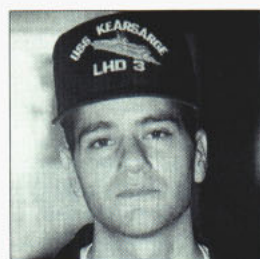
Yeoman 3rd Class Melesia L. King was selected as USS *Mount Baker's* Junior Petty Officer of the Quarter, first quarter 1996. A native of Tennville, Ga., King is assigned as the reenlistment and correspondence clerk in the ship's office. She will transfer to VPU-2, Barbers Point, Hawaii, when *Mount Baker* transfers to Military Sealift Command in December 1996.



Pamela O. Anderson was selected as the Employee of the Year for the Atlantic Division, Naval Facilities Engineering Command, Norfolk. As head of the Environmental Planning Section, she guided the Navy through the National Environmental Policy Act for every environmentally sensitive project managed by Atlantic Division.



Aviation Machinist's Mate 1st Class Erumena Octovo was meritoriously advanced under the Command Advancement program. Octovo, a native of Nigeria, was selected for his professional achievements, personal dedication and high moral character. He is the shop LPO for Patrol Squadron 91, Moffett Field, Calif., and was recently named Sailor of the Quarter.



LT Charles B. Colagiuri received a Navy Achievement Medal for serving as auxiliary division officer on board USS *Kearsarge* (LHD 3). An Upper Montclair, N.J., native, Colagiuri's leadership contributed to the successful accomplishment of two shipyard level ship alterations that saved the Navy more than \$160,000.



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All Hands Editor
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JOCS(AW) Terie Hynish
All Hands Photo Editor
PH1 Dolores L. Anglin
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 Distribution
Garland Powell

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November **ALL HANDS** Contributors

JO2 Philip Achten
 YNC(AW/FMF) Martin Acosta
 JO3 Jeremy Allen
 JO2 Chris Alves
 JO2 Bill Austin
 CDR J. Baucom
 William E. Beamon
 SMC(SW) Len Burkhardt
 D. Carmody
 JO3 Sharon Chan
 Spc. Greg Chandler
 AECS Mardon Connelly
 JO2 Elizabeth Crapo
 JOC Charlotte Crist
 Vince Cuthie Jr.
 PH3 Sam Dallal

JOC(SW) Michael Dean
 LT Drew G. Flavell
 JO1 Eugene Fleming
 JO2 Rodney Furry
 JO2 Denise Garcia
 LT Cynthia Geyer
 LCDR Mark Haley
 JOC Cleve Hardman
 JO3 Rita Harlin
 JO1(AW) Michael R. Hart
 JO1(SW) Nancy Hessen
 DM2 Brian Hickerson
 PA3 Mark Hunt
 William Kenny
 Barbara Kirchner

JO1 Catherine Kurchinski
 PHC(AW) James E. Livingston
 LCDR D. Lloyd
 SWC Daniel Love
 ENS Michael Lukshin
 PH2 Michael Magee
 ENS Kimberly Marks
 JO2 Jeffrey McDowell
 PH1 David Miller
 Marilyn Moore
 PH1 Benny Moritz
 PHAA Damon Moritz
 LCDR Joan O'Connor
 Patricia Oladeinde

BU2 Phillippe
 PH3 Belinda Ramos
 JO2 Maurice Regnier
 PH1(AW) Gary L. Reinhart
 PH2 Ephraim Rodriguez
 JO1 Daniel C. Ross
 JO1 Ron Schafer
 Heidi Schuler
 Ed Steichen
 PH2 Patrick Thompson
 JO1 James Vorndran
 R.D. Ward
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Name: AT3 Stan Waddell

Assigned to: HCS-4, NAS Norfolk

Hometown: Danville, Va.

Job Description: Maintains and repairs communication, navigation and electronics gear on HH-60 *Seahawk* helicopters.

Achievements: 100 percent job rating requirements; 100 percent billet qualified in security watch; qualified with the .45 caliber and shotgun; electrostatic discharge petty officer.

Hobbies: Computers, electronics, collecting comic books.

Best Part of the Job: "The people in my shop. We're really tight knit."

Key to Success: "You have to stick with it. If things get tough, you have to charge right through them."

